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Schomberg



NAVAL CHRONOLOGY;
OR,
AN HISTORICAL SUMMARY
OF
NAVAL & MARITIME EVENTS,

FROM THE TIME OF
The Romans, to the Treaty of Peace 1802.

WITH AN APPENDIX.

IN FIVE VOLUMES.

VOL. III.

BY ISAAC SCHOMBERG, Esq.

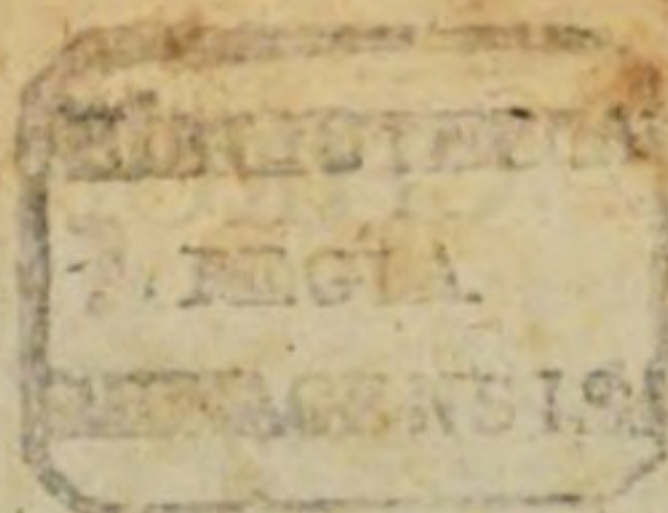
CAPTAIN IN THE ROYAL NAVY.

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1802.



A

SUMMARY

OF

NAVAL & MARITIME EVENTS.

VOL. III.

EUROPE.

AT AND NEAR HOME.

Supplies granted for the sea service.

A.D.
1797

FOR the maintaining 120,000 men, including 20,000 marines and sea ordnance	}	6,240,000	0	0
Ordinary and half-pay to sea and marine officers	}	653,573	1	7
Building and repairs of ships, and other extra work	}	768,100	0	0
Towards defraying the expences, and preventing the encrease of the debt of the navy	}	5,000,000	0	0
To defray the expence to be incurred by encrease to the pay of the seamen and marines, and by the proposed issue of full allowance of provisions	}	472,000	0	0

Total supplies for sea service - £13,133,673 1 7

Total supplies granted for the year £44,783,262 3 5½

VOL. III.

B

Flag

A. D.	Flag Officers employed.			
1797	Officers.	Rank.	Ships.	Guns.
	Portsmouth,			
	Sir P. Parker, Bt. Ad. of the White,		R. William	84
	Plymouth,			
	Sir Richard King, Bt. Admiral of the } Blue, - - -		Cambridge	84
	Downs,			
	J. Peyton, Esq. Admiral of the Blue,		Overyffel	64
	Nore,			
	C. Buckner, Esq. Vice Ad. of the White,		Sandwich	90
	S. Lutwidge, Esq. Vice Ad. of the White,		Zealand	64
	Ireland,			
	R. Kingsmill, Esq. Vice Ad. of the Red, no particular ship			
	Channel,			
	Lord Bridport, Ad. of the White,		R. George	110
	Sir A. Gardner, Bt. V. Ad. of the White,		R. Sovereign	110
	J. Colpoys, Esq. Vice Ad. of the Blue,		London	98
	Lord Keith, Vice Ad. of the Blue,		Q. Charlotte	110
	Sir Roger Curtis, Bt. Rear Ad. of the Red,		Prince	98
	Lord H. Seymour, Rear Ad. of the White,		Sans Pareil	84
	North Sea,			
	A. Duncan, Esq. Admiral of the Blue,		Venerable	74
	R. Onslow, Esq. Vice Ad. of the Red,		Nassau	64
	Mediterranean,			
	Sir J. Jervis, K. B. Admiral of the Blue,		Victory	110
	C. Thompson, Esq. Vice Ad. of the Blue,		Britannia	110
	Hon. W. Waldgrave, Vice Ad. of the Blue,		Barfleur	98
	W. Parker, Esq. Rear Ad. of the Red,		Prince George	98
	Sir J. Orde, Bt. Rear Ad. of the White,		Princess Royal	98
	Horatio Nelson, Esq. Commodore,		Captain	74
	North America,			
	G. Vandeput, Esq. V. Ad. of the White,		St. Albans	64
	Newfoundland,			
	Hon. W. Waldgrave, V. Ad. of the Blue,		Romney	50
			Leeward	

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Leeward Islands.

H. Hervey, Esq. Rear Ad. of the Red, P. of Wales 98 A.D. 179

Jamaica,

Sir H. Parker, Knt. Vice Ad. of the Red, Queen 98
R. R. Bligh, Esq. Rear Ad. of the Red, Brunswick 74
J. T. Duckworth, Esq. Commodore, Leviathan 74

Cape of Good Hope,

T. Pringle, Esq. Rear Ad. of the Red, Tremendous 74
Sir Hugh C. Christian, K. B. Rear }
Admiral of the White - } Virginie 44

East-Indies,

P. Rainier, Esq. Rear Ad. of the White, Suffolk 74

Botany Bay,

John Hunter, Esq. Commodore, Reliance 20

On the 20th of February, his Majesty was pleased to order the following promotion of flag officers, viz.

Alexander Greene, Esq.	}	Rear-Ads. of the White
George Keppel, Esq.		to be Rear-Admirals of
Samuel Reeve, Esq.		the Red.
Andrew Mitchell, Esq.	}	Rear-Admirals of the Blue to be Rear-Admirals of the White.
Charles Chamberlayne, Esq.		
Peter Rainier, Esq.		
Sir Hugh C. Christian, K. B.		
William Truscot, Esq.		
Lord Hugh Seymour	}	

Captains,

William Swiney	}	Rear-Ads. of the Blue.
Charles Edmund Nugent		
William Fooks		
Charles Powell Hamilton		
Edmund Dod		
Horatio Nelson		
Thomas Lenox Frederick		
Sir George Home, Bart.		
Sir Charles Cotton, Bart.		

A.D. 797 Sir John Ord commanded at Plymouth in the absence of Sir Richard King; after which he hoisted his flag on board the Princess Royal, and sailed for the Mediterranean.

Rear-Admiral Bazeley commanded in the Downs, during the absence of Admiral Peyton.

Vice-Admiral Onslow shifted his flag from the Nassau to the Monarch.

Admiral Sir John Jervis from the Victory to the Ville de Paris.

Vice-Admiral Charles Thompson from the Britannia to the Prince George.

Rear-Admiral William Parker from the Prince George to the Blenheim, and upon the return to England of Vice-Admiral Thompson, back again to the Prince George.

Vice-Admiral Waldgrave returned to England on board the Flora, and in the month of April was appointed Commander in Chief and Governor of Newfoundland.

Rear-Admiral Nelson shifted his flag from the Captain to the Theseus. After being badly wounded at Teneriffe, and his health otherwise much impaired, he returned to England, on board the Seahorse.

Vice-Admiral Vandeput shifted his flag from the St. Albans to the Resolution.

OCCURRENCES AT AND NEAR HOME.

On the 3d of January, Admiral Lord Bridport sailed with the channel fleet, on a cruize to the westward; at the same time, Rear-Admiral William Parker sailed with a squadron to join Admiral Sir John Jervis, off Lisbon*.

On the same day, Vice-Admiral Sir George Keith Elphinstone arrived at Spithead, in the Monarch, from the Cape of Good Hope, but last from Ireland.

On the 13th, the Indefatigable of 44 guns, commanded by Sir Edward Pellew, and the Amazon of 32 guns, Captain Robert Carthew Reynolds, about 50 leagues S. W. of Ushant, at half past noon, discovered a large ship in the N. W. quarter, steering under an easy sail, towards the coast of France. At this time the wind blew hard at west, with thick hazy weather. Chace was instantly given. At four P. M. the Indefatigable had gained sufficiently upon the chace, for Sir Edward Pellew to distinguish very clearly,

* Appendix, Chap II. No. 338.

that

that she had two tier of guns with her lower deck ports shut, and that she had no poop. A.D. 1797

At a quarter before six he brought the enemy to close action, which continued to be well supported on both sides near an hour, when the Indefatigable unavoidably shot a-head; at this moment the Amazon appeared astern, and gallantly supplied her place; but the eagerness of Captain Reynolds to second his friend, had brought him up under a press of sail; when, after a well supported and close fire for a little time, he also unavoidably shot a-head. The enemy made an ineffectual attempt to board the Indefatigable; and kept up a constant and heavy fire of musketry till the end of the action, frequently engaging both sides of the ship at the same time.

As soon as Sir Edward Pellew had replaced some of the disabled rigging, and brought his ship under a proper sail, and the Amazon having reduced hers, they commenced a second attack, placing themselves, after some raking broadsides, upon each quarter often within pistol shot. This attack lasted without intermission for five hours; when the Indefatigable was obliged to sheer off to secure her masts.

About twenty minutes past four in the morning, the moon opening rather brighter than before, shewed to Lieutenant Bell, who was watchfully looking out on the forecastle, a glimpse of the land; which he had scarcely reported to Sir Edward Pellew, before the breakers were seen. At this time the Indefatigable was close under the enemy's starboard bow, and the Amazon as near her on the larboard; not an instant could be lost—every life depended upon the prompt execution of orders; nothing could equal the activity of her brave crew, who, with incredible alacrity, hauled the tacks on board and made sail to the southward. Before day-light they again saw breakers upon the lee bow, and wore to the northward. Not knowing exactly on what part of the coast they were embayed, the lingering approach of day-light was most anxiously looked for; and soon after it opened; the land was seen very close a-head; the ship was again wore in twenty fathoms water, and stood to the southward. A few minutes after the Indefatigable discovered and passed within a mile of the enemy who had so bravely defended himself; the ship was laying on her broadside, and a tremendous surf beating over her.

NAVAL CHRONOLOGY.

797 D. The miserable fate of her brave crew was perhaps the more sincerely lamented by those of the *Indefatigable*, from the apprehension of their suffering a similar misfortune, having at that time four feet water in the hold, a great sea, and the wind dead on the shore.

Sir Edward Pellew was now able to ascertain his situation to be that of *Hodierne* bay, and that their fate depended upon the possible chance of weathering the *Penmark* rocks, which, by the uncommon exertions of her fatigued and exhausted crew, in making all the sail they could set, was happily accomplished at eleven o'clock, passing about a mile to windward of them.

The fate of the *Amazon* was not so fortunate; when the *Indefatigable* had hauled her wind to the southward, she had hauled hers to the northward: Captain Reynolds, notwithstanding every effort, found his masts, yards, rigging, and sails so miserably cut and shattered, with three feet water in his hold, that it was impossible to work off the shore; in this condition, a little after five in the morning the *Amazon* struck the ground; and almost at the same moment the enemy shared a similar fate. The crew (excepting six, who stole away the cutter and were drowned) was saved by making rafts; and upon their landing they were made prisoners.

In this gallant action, which commenced at a quarter before six P.M. and lasted (excepting at short intervals,) until half past four A.M. the sea was so high, that the people in both ships were up to their middles in water on the main deck. Some of the guns on board the *Indefatigable* broke their breechings four times over; others drew the ring bolts from the sides; and many, from getting wet, were repeatedly drawn immediately after loading.

The loss sustained was only 19 wounded on board the *Indefatigable*; among the number Mr. Thompson, the first lieutenant.

The *Amazon* had three men killed, and fifteen badly wounded.

The enemy's ship proved to be *Les Droits des Hommes*, of 74 guns, commanded by Captain *ci-devant* Baron Le Cross, manned with 1600 men, seamen and soldiers, 170 of whom perished, exclusive of those killed in the action.

On the 22d of February two French frigates, a corvette and a lugger, anchored in *Fishguard Bay*, on the coast of
Wales,

Wales, where they landed 1200 troops, without cannon, and again failed.* On the appearance the next day of the British forces, consisting of a part of the North Devon militia, and other provincial troops, which had been collected, under the command of Lord Cawdor; the French general sent an officer with proposals to surrender themselves prisoners of war; which being accepted, they laid down their arms.

On the 3d of March Admiral Lord Bridport sailed from St. Helens with the channel fleet on a cruize off Brest,†

On the 5th Captain George Duff, in the Glenmore frigate, arrived in Yarmouth Roads with an account of the Dutch fleet having returned into the Texel.

On the 9th Sir Harry Burrard Neale, in the St. Fiorenzo of 40 guns; and Captain John Cook, in La Nymph of 36, having been sent by Lord Bridport to reconnoitre the enemy's fleet in Brest, on their way to rejoin the admiral, discovered two French frigates standing in for the land. The wind being at this time off shore, and the French fleet in sight from their tops in Brest Road, it was necessary to make as decided and prompt an attack as possible; for this purpose both frigates bore down on the headmost and largest of the French ships, which they attacked so warmly, that after a short resistance she struck. By this time the smaller frigate came up, and being instantly attacked in the same manner, soon also surrendered. These ships proved to be La Resistance, of 48 guns, 18 pounders on her main deck, commanded by M. Montagne, and manned with 345 men, ten of whom were killed; the first lieutenant and eight wounded.

The other La Constance, commanded by M. Defauney, of 24 nine pounders and 189 men, of whom eight were killed and six wounded.

These ships were taken into the service; the name of La Resistance was changed to the Fishguard, in consequence of these being two of the French squadron which

* French Frigates.

<i>Ships.</i>		<i>Guns.</i>
La Vengeance	-	44
La Resistance	-	44
La Constance	-	24
Le Vauteur	-	14

† App. Chap. II. No. 339.

A. D. landed the troops in the bay of that name on the coast of
1797 Wales.

Neither the *St. Fiorenzo* or *Nymphe* had any men killed or wounded.

On the 3d of April Rear Admiral Sir Roger Curtis sailed from *St. Helens* with a detachment of the Channel fleet, to cruize in the Soundings.*

On the 15th of April a spirit of mutiny and discontent universally pervaded the fleet at Spithead, which created a considerable degree of alarm throughout the kingdom, and threatened to subvert that discipline in the naval service by which our fleets were so well regulated, and consequently so often led to victory.

In order to give a clear idea of this unfortunate event, it will be necessary to detail circumstantially the whole transaction.

In the month of February petitions were sent from all the line of battle ships at Portsmouth to Lord Howe; but being all written by one person, and couched in the same language, it was presumed they were only the productions of some factious or mad brained individuals, who were too contemptible for notice; the petitions were therefore thrown aside, and obtained no answers. The neglect of the petition of the seamen on their return to port from the last cruize, produced a general correspondence by letters from ship to ship throughout the whole fleet; and at length it was unanimously agreed by the respective crews, that no ship should lift an anchor till a redress of grievances was obtained. In this state matters remained till the 15th of April, when Lord Bridport ordered the signal for the fleet to prepare for sea; but instead of weighing anchor, the seamen of the *Queen Charlotte* ran up the shrouds and gave three cheers, as the signal for disaffection, which was answered in like manner by every ship in the fleet. The captains and officers, astonished at this sudden and violent act of disobedience, used every means in their power to persuade the men to return to their duty; but all their exertions were ineffectual. The next day two delegates were appointed from each ship to represent the whole fleet; and the admiral's cabin in the *Queen Charlotte* was fixed upon as the place for their deliberations. On the 17th every man in the fleet

* App. Chap. II. No. 340.

was sworn to support the cause in which he had embarked. A.D.
 Their next procedure was the reeving ropes, *in terrorem*, 1797
 at the fore-yard arm, and turning all the officers out of the
 fleet who had behaved in any manner to offend them.

On the 18th a committee of the board of admiralty arrived at Portsmouth,* who made several propositions to reduce them to obedience, but ineffectually. On the 21st Admirals Gardner, Colpoys, and Pole, went on board the Queen Charlotte, in order to confer with the Delegates; who assured the admirals that no arrangement would be considered as final until it should be sanctioned by the king and parliament, and guaranteed by a proclamation for a general pardon. This so disappointed and irritated Admiral Gardner, that he seized one of the delegates by the collar, and swore he would have them all hanged, with every fifth man throughout the fleet. The crew was so exasperated at this excellent officer, that it was with difficulty he escaped from that ship with his life. The Delegates from the Royal George returned to their ship, and informed the crew of what had happened, who, after some consultation, resolved on summoning all the delegates on board their ship, which was done by hoisting the red or bloody flag, which struck terror through the fleet, (as the signal was not generally understood) and particularly to the officers, who trembled for the consequences, fearing that something dreadfully hostile was intended. It was at this moment that the much valued and respected Lord Bridport's flag was struck, with a resolution never to display it again. The fleet next proceeded to load all their guns; ordered a watch to be kept the same as at sea: and put every thing in a state of defence, keeping every officer to his respective ship.

On the 22d the men were somewhat pacified, and caused two letters to be written; one to the lords of the admiralty, stating the cause of their conduct on the preceding days; and the other to Lord Bridport, in which they stiled him their father and friend, and avowed no intentional offence to him.

This had so great an effect, that on the 23d the admiral went on board the Royal George, re-hoisted his flag; and, after a short but manly and energetic address to the crew, in which he told them the painful business of the last week

* Earl Spencer,
 Lord Arden,
 Rear Admiral Young,
 William Marsden, Esq. Deputy Secretary.

A. D. 1797 would be the means of hurrying him shortly to his grave, he informed them that he had brought with him a redress of all their grievances, and his Majesty's pardon for the offenders. After some deliberations these offers were accepted, and every man returned with cheerfulness to his duty.

The following is an authentic copy of the several papers which passed on this very extraordinary occasion.

To the Right Honourable and the Honourable Knights, Citizens, and Burgeesses, in Parliament assembled.

The humble Petition of the Seamen and Marines on board his Majesty's Fleet on behalf of themselves;
Humbly Sheweth,

That your petitioners, relying on the candour and justice of your honourable house, make bold to lay their grievances before you, hoping, that when you reflect on them, you will please to give redress, as far as your wisdom shall deem necessary.

We beg leave to remind your august assembly, that the act of parliament passed in the reign of King Charles the Second, wherein the wages of all seamen serving on board his Majesty's fleet was settled, passed at a time when the necessaries of life, and shops of every denomination, were at least 30 per cent. cheaper than at the present time, which enabled seamen and marines to provide better for their families than we can now do with one half advance.

We therefore request your honourable house will be so kind as to revive the act before mentioned, and make such amends therein as will enable your petitioners and their families to live in the same comfortable manner as seamen and marines did at that time.

Your petitioners with all humility laid their grievances before the Hon. Earl Howe, and flattered ourselves with the hopes that his lordship would have been an advocate for us, as we have been repeatedly under his command, and made the British flag ride triumphantly over that of our enemies: but, to our great surprize, we find ourselves unprotected by him, who has seen so many instances of our intrepidity in carrying the British flag into every part of the seas with victory and success.

We profess ourselves as loyal to our Sovereign, and zealous in the defence of our country as the army or militia can be; and esteem ourselves equally entitled to his Majesty's

Majesty's munificence; therefore with jealousy we behold their pay augmented, and the out-pensions of Chelsea College increased to thirteen pounds per annum, while we remain neglected, and the out-pensioners of Greenwich have only seven pounds per annum.

We, your petitioners, therefore humbly implore that you will take these matters into consideration, and with your accustomed goodness and liberality, comply with the prayer of this petition, and your petitioners, as in duty bound, will ever pray, &c.

We, the Delegates of the Fleet, hereunto sign our names for the ship's companies:

Royal George,	Valentine Joyce, John Morris.
Queen Charlotte,	Patrick Glynn, John Uddleson.
Royal Sovereign,	Joseph Green, John Richardson.
London,	Alexander Harding, William Ruby.
Glory	Patrick Dugen, John Bethell.
Duke	Michael Adams, William Anderson.
Mars,	Thomas Allen, John Blithe.
Marlborough,	John Vassia, William Senater.
Ramillies,	Charles Berry, George Clear.
Robust,	David Wilson, John Scrivener.
L'Impetueux,	John Witna, William Porter.
Defence,	George Galaway, James Baurick.
Terrible,	Mark Turner, George Salked.
Le Pompee,	William Potts, James Melvin.
Minotaur,	Dennis Lawley, George Crossland.
Defiance,	John Saunders, John Husband.

Copy of the Petition to the Admiralty.

To the Right Honourable the Lords Commissioners of the Admiralty.

We, the Seamen of his Majesty's navy, take the liberty of addressing your Lordships in an humble petition, shewing the many hardships and oppressions we have laboured under for many years, and which we hope your Lordships will redress as soon as possible.

We flatter ourselves that your Lordships, together with the nation in general, will acknowledge our worth and good services, both in the American war and the present; for which service your Lordship's petitioners do unanimously agree in opinion, that their worth to the nation, and laborious industry in defence of their country, deserve some better

A.D. 1797 better encouragement than that we meet with at present; or from any we have experienced. We your petitioners, do not boast of our good services for any other purpose, than that of putting you and the nation in mind of the respect due to us; nor do we ever intend to deviate from our former character; so far from any thing of that kind, or that an Englishman or men should turn their coats; we likewise agree in opinion, that we should suffer double the hardships we have hitherto experienced, before we would suffer the crown of England to be in the least imposed upon by that of any other power in the world; we therefore beg leave to inform your Lordships of the grievances which we at present labour under.

We your humble petitioners relying, that your Lordships will take into early consideration the grievances of which we complain; and do not in the least doubt but your Lordships will comply with our desires, which are every way reasonable.

The first grievance which we have to complain of is, that our wages are too low, and ought to be raised, that we might be better able to support our wives and families in a manner comfortable, and whom we are in duty bound to support as far as our wages will allow, which, we trust, will be looked into by your Lordships and the honourable House of Commons in parliament assembled.

We your petitioners beg that your Lordships will take into consideration the grievances of which we complain, and now lay before you.

First, that our provisions be raised to the weight of sixteen ounces to the pound, and of a better quality; and that our measures may be the same as those used in the commercial trade of this country.

Secondly, that your petitioners request your honours will please to observe, there should be no flour served while we are in harbour, or any port whatever under the command of the British flag; and also that there be granted a sufficient quantity of vegetables of such kind as may be the most plentiful in the ports to which we go, which we grievously complain and lie under the want of.

Thirdly, that your Lordships will be pleased seriously to look into the state of the sick on board his Majesty's ships, that they be better attended to, and that they may have the use of such necessaries as are allowed for them in time of their

their sickness; and that these necessaries be not on any account embezzled. A.D. 1797

Fourthly, that your Lordships will be so kind as to look into this affair, which is no ways unreasonable; and that we may be looked upon as a number of men standing in defence of our country; and that we may in some wise have granted an opportunity to taste the sweets of liberty on shore when in any harbour; and when we have completed the duty of our ships, after our return from sea; and that no man may inroach upon his liberty, there shall be a boundary limited, and those trespassing any further, without a written order from the commanding officer, shall be punished according to the rules of the navy; which is a natural request, and congenial to the heart of man, and certainly to us, that you make the boast of being the guardians of the land.

Fifthly, that if any man is wounded in action, his pay be continued until he is cured and discharged; and if any ship has any real grievances to complain of, we hope your Lordships will readily redress them, as far as in your power, to prevent any disturbances.

It is also unanimously agreed by the fleet, that from this day no grievance shall be received, in order to convince the nation at large, that we know when to cease to ask, as well as when to begin; and that we ask nothing but what is moderate, and may be granted, without detriment to the nation, or injury to the service.

Given on board the Queen Charlotte, by
the Delegates of the Fleet, this 18th
day of April, 1797.

(The signatures the same as to the preceding petition.)

The Lords of the Admiralty, who were at Portsmouth,, sent to Lord Bridport the following answer to the petition of the seamen.

By the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c.

Having taken into consideration the petitions transmitted to us by your Lordship from the crews of his Majesty's ships under your command; and having the strongest desire to attend to all complaints of the seamen of his Majesty's navy, and to grant them every just and reasonable redress; and having considered the difference of the price of the necessaries

A.D. 1797. necessities of life at this, and at the period when the pay of seamen was established, we do hereby require and direct your Lordship to take the speediest method of communicating to the fleet, That we have resolved to recommend it to his Majesty to propose to parliament to increase the wages of seamen in his Majesty's navy in the following proportions, viz.

To add four shillings per month to the wages of petty officers and able seamen.

Three shillings per month to the wages of ordinary seamen; and two shillings per month to the wages of landmen.

That we have resolved that seamen wounded in action shall be continued in pay until their wounds are healed; or, until being declared unserviceable, they shall receive a pension, or be received into the Royal Hospital at Greenwich; and that having a perfect confidence in the zeal, loyalty, and courage of all the seamen in the fleet, so generally expressed in their petition; and in their earnest desire of serving their country with that spirit which always so eminently distinguished British seamen, we have come to this resolution the more readily, that the seamen may have as early as possible an opportunity of shewing their good dispositions, by returning to their duty; as it may be necessary that the fleet should speedily be put to sea, to meet the enemy of the country.

Given under our hands at Portsmouth,
the 18th day of April, 1797.

SPENCER.

ARDEN,

W. YOUNG.

To the Right Honourable Lord
Bridport, K. B. Admiral of
the White, Commander in
Chief of a Squadron of his
Majesty's Ships employed in
the Channel Service.

The Seamen's Reply.

We received your Lordship's answer to our petition; and in order to convince your Lordships, and the nation in general, of our moderation, beg leave to offer the following remarks to your considerations, viz.—That there never has existed but two orders of men in the navy, able and ordinary

nary ; therefore the distinction between ordinary and land- A.D.
men is totally new ; we therefore humbly propose to your 1795
Lordships, that the old regulations be adhered to, that the
wages of able seamen be raised to one shilling per day, and
that of petty officers and ordinary in the usual proportion :
and as further proof of our moderation, and that we are
actuated by a true spirit of benevolence towards our bre-
thren the marines, who are not noticed in your Lordship's
answer, we humbly propose that their pay be augmented,
while serving on board, in the same proportion as ordinary
seamen. This we hope and trust will be a convincing
proof to your Lordships that we are not actuated by a spirit
of contradiction, but that we earnestly wish to put a speedy
end to the present affair. We beg leave to state to your
Lordships, that the pensions from Greenwich Hospital we
earnestly wish to be raised to ten pounds per annum ; and,
in order to maintain which, we humbly propose to your
Lordships, that every seaman employed in the merchants'
service, instead of sixpence per month, which he now
pays, shall hereafter pay one shilling per month, which we
trust will raise a fund fully adequate to the purpose ; and
as this in time of peace must be paid by your petitioners, we
trust it will give a convincing proof of our disinterestedness
and moderation. We would also recommend that this re-
gulation be extended to the seamen in the service of the
East-India Company, as we know by experience that there
are few sailors employed by them but what have been in
the royal navy ; and we have seen them with our own eyes,
after sickness or other accident has disabled them, without
any hope of relief or support, but from their former services
in the navy. As to provisions, that they be augmented to
sixteen ounces to the pound of bread and meat ; cheese,
butter, and liquors in proportion, and of a better quality,
and a sufficient quantity of vegetables ; and that no flour
be served with fresh beef. And we further beg leave to
inform your Lordships, that it is unanimously agreed, that
until the grievances before stated are redressed, and an act
of indemnity passed, we are determined not to lift an an-
chor, and the grievances of particular ships must be re-
dressed.

Given under our hands, the Delegates of
the Fleet, on board the Queen Charlotte
at Spithead, April 19, 1797.

(Signed as before.)

The

A.D. 1797 The next day the following letter from the Admiralty, was sent to Lord Bridport, notifying their compliance with the demands of the seamen ; with their final answer, and a copy of the Royal Proclamation.

By the Commissioners for executing the
Office of Lord High Admiral of Great
Britain, Ireland, &c.

Having taken into our consideration a paper, containing several representations from the seamen of his Majesty's ships at Spithead, respecting the advance of their wages, and being desirous of granting them every request that can with any degree of reason be complied with, we have resolved to recommend it to his Majesty, that an addition of five shillings and six-pence per month be made to the wages of petty officers and seamen belonging to his Majesty's navy, which will make the wages of able seamen one shilling per day, clear of all deductions ; and an addition of four shillings and six-pence per month to the wages of ordinary seamen ; and an addition of three shillings and six-pence per month to the wages of landmen : and that none of the allowance made to the marines when on shore shall be stopped, on their being embarked on board any of his Majesty's ships.—We have also resolved, that all seamen, marines, and others, serving in his Majesty's ships, shall have the full allowance of provisions, without any deductions for leakage or waste ; and that until proper steps can be taken for carrying this into effect, short allowance money shall be paid to the men in lieu of the deduction heretofore made ; and that all men wounded in action shall receive their full pay until their wounds shall be healed ; or, until being declared incurable, they shall receive a pension from the chest at Chatham, or shall be admitted into the Royal Hospital at Greenwich. And your Lordship is hereby required and directed to communicate this our determination to the Captain of each of his Majesty's ships under your orders, directing him to make it known to the ship's company under his command, and to inform them, that should they be insensible to the very liberal offers now made to them, and persist in their present disobedience, they must no longer expect to enjoy those benefits to which, by their former good conduct, they were entitled : and that in such case, all the men now on board the fleet at Spithead, shall be incapable of receiving
any

any smart money or pensions from the chest of Chatham, A.D. 1797
or of being admitted at any time into the Royal Hospital at Greenwich; and that they must be answerable for the dreadful consequences which will necessarily attend their continuing to transgress the rules of the service, in open violation of the laws of their country.

On the other hand, he is to inform them, that we promise the most perfect forgiveness of all that has passed on this occasion to every ship's company, who, within one hour after the communication to them of the above-mentioned resolutions, shall return to their duty in every particular, and shall cease to hold further intercourse with any men who continue in a state of disobedience and mutiny.

Given under our hands at Portsmouth,
the 20th of April, 1797.

SPENCER,
ARDEN,
W. YOUNG.

By command of their Lordships,
W. MARSDEN.

To the Right Honourable Lord
Bridport, Admiral of the White,
&c.

To the Right Honourable the Lords Commissioners of the
Admiralty.

We, the seamen and marines in and belonging to his Majesty's fleet now lying at Spithead, having received with the utmost satisfaction, and with hearts full of gratitude, the bountiful augmentation of pay and provisions which your Lordships have been pleased to signify shall take place in future in his Majesty's royal navy by your order, which has been read to us this morning by the command of Admiral Lord Bridport.

Your Lordships having thus taken the prayer of our several petitions into your serious consideration, you have given satisfaction to every loyal and well-disposed seaman and Marine belonging to his Majesty's fleets; and from the assurance which your Lordships have given us respecting such other grievances as we thought right to lay before you, we are thoroughly convinced should any real grievance or other causes of complaint arise in future, and the same be laid before your Lordships in a regular manner, we are perfectly

A.D. 1797. feſtly ſatiſfied that your Lordſhips will pay every attention to a number of brave men, who ever have, and ever will be true and faithful to their King and country.

But we beg leave to remind your Lordſhips, that it is a firm reſolution, that until the flour in port be removed, the vegetables and penſions augmented, the grievances of private ſhips be redreſſed, an act paſſed, and his Maſteſty's moſt gracious pardon for the fleet now lying at Spithead be granted, that the fleet will not liſt an anchor; and this is the total and final answer.

The following is a copy of the Royal Proclamation.

By the KING.

A PROCLAMATION

For pardoning ſuch ſeamen and marines of the Squadron of His Maſteſty's fleet ſtationed at Spithead, as have been guilty of any act of mutiny or diſobedience of orders, or any breach or neglect of duty, and who ſhall upon notification of ſuch proclamation on board their reſpective ſhips, return to their regular and ordinary diſcharge of their duty.

GEORGE R.

Upon report of the Lords Commiſſioners of the Admiralty of the proceedings of the ſeamen and marines of the Squadron of our fleet ſtationed at Spithead, and of the meaſures taken by the ſaid Lords Commiſſioners in conſequence thereof; and in order to manifeſt our deſire to give due encouragement to all thoſe who ſhall return to the regular and ordinary diſcharge of their duty, according to the rules and practice of the navy; we have thought fit, by the advice of our Privy Council, to iſſue this our royal proclamation, and do hereby promiſe our moſt gracious pardon to all ſeamen and marines ſerving on board the ſaid Squadron, who ſhall upon notification hereof on board their reſpective ſhips, return to the regular and ordinary diſcharge of their duty; and we do hereby declare, that all ſuch ſeamen and marines ſo returning to their duty, ſhall be diſcharged and releaſed from all proſecutions, impriſonments, and penalties, incurred by reaſon of any act of mutiny

mutiny or disobedience of orders, or any breach or neglect of duty, previously committed by them, or any of them. A.D. 1797

Given at our Court at Windsor, the 22d day of April 1797, and the 37th year of our reign,
GOD save the KING.

It was now generally thought that all disputes were finally settled, and the fleet dropped down to St. Helens; but on the 7th of May, when Lord Bridport made the signal to weigh and put to sea, every ship in the fleet refused to obey. The seamen alledged as a reason for this second act of disobedience, the silence which Government observed on the subject of their complaints, which led them to suspect that the promised redress of grievances was intended to be withheld; this idea was more forcibly impressed on their minds by the distribution of a number of seditious handbills among the ships; the seamen therefore resolved to hold a convention of delegates on board the London at Spithead; for this purpose they proceeded in their boats alongside that ship. Vice Admiral Colpoys resolved to oppose, if possible, their coming on board, and cautioned them against acting as they had formerly done. He told them they had asked a great deal, and obtained much, and he would not suffer them to proceed to demand more; that they ought to be contented; and if they offered to meet in convention, he would order the marines to fire on them. The delegates, however, persisted; the admiral ordered the marines to level their pieces at the delegates; in this situation the admiral again admonished them, but to no purpose; a slight scuffle ensued; one of the delegates (all of whom were armed) fired at Lieutenant Sims, of the marines, and wounded him. The marines were then ordered to fire by the first lieutenant of the ship; they obeyed, and five seamen were killed, two of whom were delegates. The whole crew of the London now declared open hostility to the officers and marines; they turned the guns in the fore part of the ship towards the stern, and threatened to blow all aft into the water unless they surrendered: to this imperious menace, they were obliged reluctantly to submit.

In consequence of the orders which the first lieutenant had given to fire, the seamen were proceeding to hang him; but Admiral Colpoys interfered, and told them that that

A. D. 1797 officer had acted on instructions which he Admiral Colpoys had received from the Admiralty. These instructions the seamen demanded, and obtained. They then confined Admiral Colpoys, Captain Griffiths, and the officers to their cabins, and made the marines prisoners. On the 11th the crew of the London expressed a wish that Admiral Colpoys and Captain Griffiths should go on shore, which they accordingly did, accompanied by the Rev. Mr. Cole, the chaplain. The crews of several other ships behaved in a most riotous manner; many captains and officers, from their strict adherence to discipline, were turned on shore; amongst these, were Captain Halloway, of the Duke; Captain Alexander Hood, of the Mars; Captain Thomas Wells, of the Defence; Captain George Campbell, of the Terrible; Captain Nichols, of the Marlborough; Captain John Cooke, of La Nymphe; Captain William Bligh, of the Latona; with several others: they also obliged Vice Admiral Sir Alan Gardner, and three of the lieutenants, to quit the Royal Sovereign. Soon after the seamen of the Royal Sovereign, and some other ships, requested the vice admiral and their officers to return and resume their commands, which Admiral Gardner declined until they agreed to receive also the three lieutenants which had been put on shore with him.

The fleet remained in this mutinous state until the 14th, when Lord Howe arrived at Portsmouth with plenary powers, to enquire into and settle the matters in dispute; he also brought with him an act of parliament which had been passed on the 9th, in compliance with the wishes of the seamen; and a proclamation of pardon for all who should immediately return to their duty.

On the 15th the Delegates from the several ships landed, and proceeded to the governor's house at Portsmouth; and after having partaken of some refreshments, marched in procession to the Sally Port, where they embarked on board the men of wars barges, accompanied by Lord and Lady Howe, some officers, and persons of distinction. Having visited the ships at St. Helens, they proceeded to Spithead, where the crews of the ships under Sir Roger Curtis, who had just arrived from a cruize, were happily reconciled.

At seven in the evening Lord Howe landed, and the delegates

legates carried him on their shoulders to the governor's house. Affairs being thus adjusted to the satisfaction of the sailors, the flag of disaffection was struck, and the fleet put to sea the next day to encounter the enemy.* A.D. 1797

The concessions of Parliament and its acquiescence to the demands of the seamen, it was to be hoped would have restored general tranquility throughout the navy; but towards the end of May, a mutiny still more alarming than the preceding, broke out on board the ships at the Nore and in the North Sea fleet, under a pretence of redress of other grievances, besides what related to pay and provisions.

The mutineers, in imitation of what had been done at Portsmouth, chose two delegates from every ship, of whom a man of the name of Richard Parker was appointed President; besides these, there was, in each ship, a committee consisting of twelve men, who determined, not only all affairs relative to the internal management of the ship, but decided upon the merits of the respective delegates. On the 20th of May, they sent the following statement of their demands to Admiral Buckner, to be by him transmitted to the Admiralty; to which they peremptorily demanded compliance, as the only terms upon which they would return to obedience, viz.

Art. 1st. That every indulgence granted to the fleet at Portsmouth, be granted to His Majesty's subjects serving in the fleet at the Nore, and places adjacent.

2d. That every man, upon a ship's coming into harbour, shall have liberty (a certain number at a time, so as not to injure the ship's duty) to go and see their friends and families; a convenient time to be allowed to each man.

3d. That all ships, before they go to sea, shall be paid all arrears of wages down to six months, according to the old rules.

4th. That no officer that has been turned out of any of His Majesty's ships, shall be employed in the same ship again, without consent of the ship's company.

5th. That when any of His Majesty's ships shall be paid, that may have been some time in commission, if there are any pressed men on board, that may not be in

A.D. the regular course of payment, they shall receive two months advance to furnish them with necessaries.

6th. That an indemnification be made any man who run, and may now be in His Majesty's naval service, and they shall not be liable to be taken up as deserters.

7th. That a more equal distribution be made of prize money to the crews of His Majesty's ships and vessels of war.

8th. That the Articles of War, as now enforced, require various alterations, several of which ought to be expunged therefrom; and if more moderate ones were held forth to the seamen in general, it would be the means of taking off that terror and prejudice against His Majesty's service, on that account too frequently imbibed by seamen, from entering voluntarily into the service.

The committee of delegates of the whole fleet, assembled in council, on board His Majesty's ship Sandwich, have unanimously agreed, that they will not deliver up their charge until the appearance of some of the Lords Commissioners of the Admiralty to ratify the same.

Given on board His Majesty's ship
Sandwich, by the delegates of the
fleet, 20th May 1797.

To these demands, on the 22d of May, the Commissioners of the Admiralty replied, refusing the principal part of them, and promised forgiveness to them, if they should yet return to their duty. After Admiral Buckner had delivered this reply to the delegates of the fleet, they were allowed only ten minutes to consider and return an answer; in place of doing which, they took to their boats, went into the harbour, and brought out all the gun-boats there, to the Great Nore; after they had passed the garrison of Sheerness, the gun-boats all fired at the fort, not, as they said, with an intention of doing any damage, but to shew their defiance of the fort. The determination of the delegates, in consequence of the above answer from the Admiralty was, "That nothing could be settled till three of the Board of Admiralty came down to Sheerness."

On the 23d, the mutineers at the Nore struck the flag of Vice-Admiral Buckner on board the Sandwich, and hoisted the red flag, the symbol of mutiny in its stead. They compelled all the ships which lay near Sheerness to drop

drop down to the Great Nore in order to concentrate the scene of their operations; amongst which was the St. Fiorenzo, which had been fitted up to carry the Princess of Wirtemberg to Germany.* A.D. 1797

On the 24th the seamen received another letter, repeating the offer of pardon, to which a peremptory refusal was sent, signed by Richard Parker, their president.

At the commencement of the mutiny the Delegates came every day to Sheerness, where they held conferences, and paraded the streets and garrison. Parker, who was considered as the rebel admiral of the fleet, marched at the head of these processions, which were accompanied with music and flags, and had a triumphal appearance calculated to make new converts to their illicit proceedings. The delegates and committee-men went on shore and returned on board as they pleased. This indulgence was soon put an end to, by the arrival of Lord Keith and Sir Charles Grey, who had been sent down to superintend the naval and military proceedings in that quarter.

On the 27th fourteen of the delegates went up the river Thames, to persuade the crews of his Majesty's ships lying in Long Reach to drop down to the Nore; they were fired at by the fort below Tilbury; and having landed at Gravesend, were taken into custody by the loyal inhabitants of that town; but on some pretence soon after recovered their liberty; when they prevailed on the crew of the Lancaster to join them in the mutiny.

Matters had now risen to such an alarming height, that a deputation of the lords of the Admiralty† thought proper to go down to Sheerness. On the 29th their Lordships held a board at Commissioner Hartwell's house; the delegates were sent for, and every conciliatory measure tried to induce the seamen to return to their duty; a declaration was read on board of all the mutinous ships; but this, and all the expostulations of their Lordships, proved ineffectual;

* This ship, whose crew were not to be seduced from their duty by the mutineers, was ordered to anchor close under the stern of the Sandwich. A few days after, much to the honour of her gallant commander, Sir Harry Burrard Neale, the officers, and loyal crew, she effected her escape, and proceeded to Harwich.

† Earl Spencer,
Lord Arden,
William Young, Esq.
William Marsden, Esq. Deputy Secretary.

A.D. 1797 and finding, that instead of being inclined to submission, the mutineers grew more insolent and disobedient, their Lordships returned to town, first signifying to the seamen that they were to expect no concessions whatever further than what had already been made by the legislature, the benefit of which they might yet enjoy on returning to their duty.

The seamen now began to perceive their desperate situation, and proceeded to take measures which indicated a design either to secure their present situation, or to seek safety by flight; some of the most violent among them suggested the idea of carrying the ships to the enemy; but the majority revolted at so treacherous a proceeding, though even adopted to save their lives, alledging, that a redress of grievances was their primary, and should be their ultimate object.

With a view of extorting compliance with their demands, they ordered the *Standard*, *Brilliant*, *Inspector*, and *Swan*, to get under weigh and moor across the Thames, in order to prevent a free passage up and down the river to the London trade.

The ships of neutral nations, colliers, and a few small craft, were suffered to pass, having first received a passport, signed by Richard Parker, as president of the delegates.

In order to concentrate their force, all the ships which lay near Sheerness dropped down to the Great Nore. The line of battle ships were drawn up in a line, at about half a mile distant from each other, and moored with their broadsides a-breast. In the space between the line of battle ships, the merchantmen and other vessels which had been detained, were moored. As all communication was stopped with the shore, the mutineers supplied themselves with water and provisions from these vessels; a party also landed on the Isle of Grain, and carried off a number of sheep and other provisions, giving in return bills drawn by the delegates on the Admiralty.

The delegates ordered the ships of war to be supplied with stores out of the *Grampus* store-ship, which had been equipped with naval and ordnance stores for the fleet in the West-Indies. Notwithstanding the enormity of their offence against the laws of discipline and the articles of war, the deportment of the seamen to their officers, with some exceptions, was respectful.*

On

* The surgeon of the *Montague* was tarred and feathered, then rowed through

On the 26th of May Admiral Duncan put to sea with his squadron excepting the Montague and Nassau, whose crews refused to get under weigh, under pretence of being in the course of payment. This sad example was followed on the 29th and 31st by the rest of the squadron, leaving with the admiral only the Venerable and Adamant. Symptoms of mutiny at one time began to appear on board the Venerable; the plot was however fortunately discovered before it came to maturity. Upon which the admiral ordered the hands to be turned up, and addressed them as follows:—
 “ My lads, I am not in the smallest degree apprehensive of
 “ any violent measure you may have in contemplation;
 “ and though I assure you I would much rather acquire
 “ your love than incur your fear, I will, with my own
 “ hand, put to death the first man who shall presume to
 “ display the slightest symptom of rebellious conduct.”
 Turning round immediately to one of the mutineers, “ Do
 “ you, Sir,” said he, “ want to take the command of this
 “ ship out of my hands?” “ Yes, Sir,” replied the fellow, with the greatest assurance. The admiral immediately raised his arm with an intent to plunge his sword into the mutineer’s breast; the blow being prevented by the chaplain and secretary, who seized the admiral’s arm, he did not attempt to make a second; but with some agitation called to the ships’ company; “ Let those who will stand
 “ by me and my officers pass over immediately to the
 “ starboard side of the ship, that we may see who are our
 “ friends, and who are our opponents.” In an instant the whole crew, excepting six, who had been the promoters of this disturbance, ran over. These were immediately secured in irons; but some time afterwards expressing themselves truly penitent for what they had done, the admiral was induced to liberate them.

On the 4th of June, being his Majesty’s birth-day, the whole fleet evinced its loyal disposition by firing a royal salute, and displaying the colours usual upon such occasions; the red flag was however kept flying at the main-top-mast head of the Sandwich.

through the fleet, with some other officers who were obnoxious to the mutineers, and afterwards sent on shore. Two midshipmen of the Ardent were ducked, and four of the best seamen on board the Brilliant severely flogged, for speaking disrespectfully of the delegates.

On

A. D. 1797 On the 6th in the morning the mutineers were joined by the Ardent, Agamemnon, Leopard, Iris, and Ranger sloop, having deserted the fleet under Admiral Duncan in Yarmouth Roads.

Their whole force consisted of the following ships of war.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Sandwich -	90	{ Vice Admiral Buckner Capt. J. R. Mosse
Montague -	74	— J. Knight
Agamemnon -	64	— R. D. Fancourt
Ardent -	64	— R. R. Burges
Inflexible -	64	— Sol. Ferris
Monmouth -	64	— Earl Northesk
Director -	64	— William Bligh
Nassau -	64	— Edw. O'Brien
Repulse -	64	— James Alms
Belliqueux -	64	— J. Inglis
Standard -	64	— J. Ellifson
Lion -	64	— C. Cobb
Leopard -	50	— W. Hargood
Iris -	50	— R. Watson
Terpsichore -	32	— R. Bowen
Iris -	32	— T. Surridge
Brilliant -	28	— H. Blackwood
Vestal -	28	— C. White
Proserpine -	28	
Champion -	20	
Plyades -	16	— Ad. Mackenzie
Inspector -	16	— C. Lock
Swan -	16	— W. Stop
Comet (F. S.) -	14	
Grampus (S. S.) -	20	— C. Came
Serapis (S. S.) -	20	— H. Duncan.

Upon the return of the Lords of the Admiralty to town, a cabinet council was immediately held, when it was determined to employ the most vigorous measures to reduce the rebels. A proclamation was issued for the suppression of the mutinous and treasonable proceedings of the crews of certain of his Majesty's ships at the Nore; at the same time offering his Majesty's pardon to all such as should immediately return to their duty.

On

On the 6th of June two bills were brought in, passed A.D. 1797 through both houses of parliament, and received the royal assent: one “for better prevention and punishment of attempts to seduce persons serving in his Majesty’s forces by sea or land, from their duty and allegiance, or to entice them to mutiny or disobedience.”

The other, “for the more effectually restraining intercourse with the crews of certain of his Majesty’s ships now in a state of mutiny and rebellion, and for the more effectual suppression of such mutiny and rebellion.”

The most active measures were at the same time taken to compel the rebellious crews to submit; the shores on both sides were lined with batteries; the forts at Tilbury, Sheerness, and Gravesend, were furnished with furnaces for red hot shot. The buoys at the Nore and along the coast were removed. The Neptune, of 98 guns, commanded by Sir Erasmus Gower as commodore, manned with volunteers, raised by subscription of the merchants of London; with the Lancaster, of 64, whose crew had returned to their duty, accompanied by the Agincourt, and several gun boats, were ordered to drop down the river, and proceed to attack the rebels.

The firmness of the mutineers began at length to be a little shaken, and they were determined to try once more to effect a reconciliation with government through the medium of the Earl of Northesk. For this purpose on the 6th of June, the two delegates of the Monmouth were rowed on board that ship, and informed his lordship that it was the pleasure of the committee that he should immediately accompany them on board the flag ship, as they had proposals to make leading to an accommodation; his lordship complied, attended by one officer: he found the convention in the state cabin, consisting of sixty delegates, with Parker sitting at their head.

Before they entered upon business, the president demanded of the person who accompanied Lord Northesk, “who he was?” the answer was “an officer of the Monmouth, who accompanied the captain as secretary.”—“Who knows him? Say, delegates of the Monmouth what kind of man is he?” The two delegates stated, he was a worthy good man; on which it was unanimously voted he might attend the conference. Parker then said to Lord Northesk, “That the committee, with one voice, had come to a declaration of the terms on which alone, with-
“ out

A.D. 1797 " out the smallest alteration, they would give up the ships;
 " and that they had sent for him as one who was known to
 " be the seamen's friend, to be charged with them to the
 " king, from whom he must pledge his honour to return
 " on board with a clear and positive answer within fifty-
 " four hours."

Parker then read the letter, which is said to contain some compliments to his Majesty's virtues, and many severe strictures on the demerits of his ministers. His lordship informed the delegates, that " he certainly would bear the letter as desired; but he could not, from the unreasonableness of the demands, flatter them with any expectation of success."

They persisted that the whole must be complied with, or they would immediately put the fleet to sea. Parker then delivered the following paper to Lord Northesk to ratify his credentials; he was rowed on board the Duke of York Margate packet with three cheers from the Sandwich.

" Sandwich, June 6, 3 P.M.

" To Captain Lord NORTHESK.

*" You are hereby authorized and ordered to wait upon
 " the King, wherever he may be, with the resolutions of
 " the committee of delegates: and are directed to return
 " back with an answer within fifty-four hours from the
 " date hereof.*

" R. PARKER, President."

Lord Northesk proceeded to London with this dispatch; and after stopping a short time at the Admiralty, he attended Earl Spencer to the King. The demands of the seamen were rejected as exorbitant and unreasonable. Captain Knight, whom they had permitted to go on shore upon the promise to return, carried down the refusal of the Lords of the Admiralty.

All hopes of accommodation being now at an end, measures were taken by Lord Keith and Sir Charles Grey to attack the fleet from the works at Sheerness, with gunboats, &c.; but fortunately on the 9th of June symptoms of disunion appeared amongst the mutineers, which rendered the application of force unnecessary. On that day the Repulse and Leopard made their escape, the latter up the Thames; but the Repulse unfortunately ran a-ground,
 and

and in that helpless situation was pursued and fired upon in A.D. a most brutal manner by the Monmouth; happily no lives 1797 were lost; Lieutenant Delanoe lost his leg, and a seaman was wounded.* At night the Ardent effected her escape, and in passing the Monmouth fired at her, and killed or wounded several of the crew.

Confusion and discord now pervaded the rebel councils; and it was evident that the combination was falling to pieces. On the 10th several of the other mutinous ships struck the red flag, and the trade was allowed to pass up the Thames. On the 12th most of the ships followed their example, and signified a desire of returning to obedience; only seven having then the flag of defiance flying.

The next morning the Agamemnon, the Standard, the Nassau, the Iris, and the Vestal, deserted the rebels, and went up the Thames, or under the guns at Sheerness; the crews however of these vessels were far from being unanimous, as several men were killed or wounded in the struggles which took place on board them, between the partizans of the officers and those of the seamen.

This defection of their comrades appears to have excited the utmost despair in Parker; and the other leaders of the mutiny; their conduct became harsh, and their language less intemperate.

On the 13th the crews of all the ships intimated an inclination to submit, provided a general pardon should be granted. The crew of the Sandwich was particularly desirous, and Parker did not oppose this spirit—a spirit greatly accelerated by the arrival on board of Lieutenant Mott, with the proclamations, acts of parliament, &c. of which the men complained they had been kept in ignorance till that period. In the course of the evening the men resolved to submit and accept of the king's mercy, conceiving, no doubt, that it would be extended to those who had not known to what extent they had offended. In this state the crew of the Sandwich carried the ship under the guns of the fort at Sheerness the next morning; upon which Admiral Buckner sent his boat with a guard of soldiers to arrest Parker, and bring him on shore; as soon as he had heard that a boat was come alongside for him, he surrendered him-

* Lieutenant Delanoe was promoted to be a master and commander, has 25. a day pension; and a pension also from the city of London.

A. D. self to four of the ship's crew to protect him from the out-
 1797 rages of the rest of the seamen, whose vengeance he feared; upon this the officers of the Sandwich delivered Parker, and a delegate by the name of Davies, who had acted as captain under him, with about thirty more of the delegates, into the hands of the soldiers; these were landed amidst the hisses of the surrounding multitude, and committed to the black hole in the garrison of Sheerness. On the first appearance of the soldiers, one of the delegates, Wallace, of the Standard, shot himself dead, and was afterwards buried in the highway.

On the 22d of June the trial of Richard Parker commenced on board the Neptune, of 98 guns, off Greenwich. The Court was composed of the following members, viz.

President,

Vice Admiral Sir Thomas Pasley, Bart.

Captains,

Sir Erasmus Gower, Knt.

John Markham,

John Wells,

Edward Riou,

Richard Lane

Edward Ramage.

Henry Edwin Stanhope,

John Williamfon,

Sir Thomas Williams, Knt.

Richard King,

William Pierrepont,

The charge was read by Mr. Benfield, Judge Advocate; it accused the prisoner of various acts of mutiny committed on board his Majesty's fleet at the Nore; of disobedience of orders; and of contempt of the authority of his officers.

Captain Moss, of the Sandwich, attended as prosecutor on the part of the crown. Vice Admiral Buckner was the first witness called; and deposed that he saw the prisoner Parker parade about the town of Sheerness about the 20th of May, with an assemblage of people with a red flag displayed; at that time he went on board the Sandwich to announce to the seamen of that ship, and others, his Majesty's proclamation of pardon, provided they returned immediately to their duty, on the same terms as those granted to their brethren at Spithead. On his going on board he saw no mark of respect whatever shewn him; the officers were without their side arms, and were deprived of all command. Finding all his endeavours to bring the crew to their duty fruitless, he returned on shore. On the 23d, his flag on board the Sandwich was struck without his orders. On the evening

evening of that day, as he was examining the complaints alledged against two marines, who had been brought in by a party of the military, the prisoner, and a man named Davies, with three or four others, came abruptly into the Commissioners' house at Sheerness, and demanded "Why those men (the marines) were in custody?" informing the admiral at the same time that "his flag was struck: that he had no longer any authority; and that the power was in their hands!" They then (Parker being their spokesman) took the men away, as they said, "to try them for being on shore:" Parker adding, on the admiral's remonstrating with him on the outrageous nature of his conduct, that "he was not to be intimidated." About the 4th of June the admiral received a letter from the prisoner Parker, in which he stiled himself "President of the Committee of Delegates;" stating, that "the administration had acted improperly in stopping the provisions for the men; and that the foolish proclamation was calculated to inflame the minds of honest men."

Captain Surridge, of the *Iris*; and Captain Manley Dixon, of *L'Espion*, the latter of whom accompanied Admiral Buckner on board the *Sandwich*, confirmed the admiral's testimony.

Lieutenant Justice, of the *Sandwich*, proved a general mutiny; and that his orders, (he then being commanding officer) had been disobeyed; that at the commencement of the mutiny he received an official paper, sent by Admiral Buckner, respecting the vote of the House of Commons granting the sum of 372,000*l.* to answer the expences incurred by a compliance with the requisitions of the seamen at Portsmouth; that he read it to the crew, who received the intelligence with three cheers.

The next material evidence which affected the prisoner was given by Captain Wood, of the *Hound* sloop. When that ship arrived at the Nore on the 2d of June, Parker came on board and told him, that "he (the prisoner) had the honour of representing the whole fleet;" he advised him "not to be so violent to some of the delegates as he had been." He told Captain Wood, "that he did not like the ship's company; that he knew they were attached to him, for which reason he should put the ship in a safe birth, where she could not make her escape."

Parker

A.D. Parker gave orders accordingly to the pilot "to carry the
1797 " ship as close to the Sandwich as possible."

In obeying these orders, the pilot having displeased the prisoner in some of the proceedings, he said to him in a threatening language, "You have committed one mistake, " take care you do not commit another; if you do, I will " make a beef steak of you at the yard arm." Before the prisoner left the Hound, he harangued the ships' company, and asked if they had any complaints against their officers; that those they disliked should be turned on shore. Some other evidences were called, which proved in the clearest manner his having given directions to the Monmouth and Director to fire upon the Repulse when she got under weigh to escape. On the fourth day of his trial Parker was put upon his defence, which was as follows:

"As I have been at sea from my youth, as is well known to this Court, I hope it will not be expected that I should dress up my defence in the language a lawyer would have done, if I could have employed one. Nothing supports me but the consciousness that what I did was in compliance with orders, for the purpose of rendering it less disastrous than it would otherwise have been, had I not entered into the mutiny. Every thing I did was solely for the purpose of conciliation. I was on shore when Admiral Buckner came on board; and told the admiral afterwards I was sorry he had not been received with the usual marks of respect, and the ships should cheer him if he wished it. The admiral had stated that a bustle was made to man the side; this bustle was made at the risk of my life. An opinion had been propagated on board the different ships, that Admiral Buckner was not competent to settle the discontents subsisting in the fleet; and the Inflexible had declared, that if any respect was shewn to the admiral, they would come alongside of the Sandwich and sink her. Notwithstanding all that had been said respecting the Sandwich, it was not there the mutiny began; it originated in the Inflexible; and there it was always the most violent. Admiral Buckner's flag was hauled down without my knowledge; it was struck when he was going on shore with the propositions of the Committee.

"With regard to the marines who were taken from the admiral's house, the admiral permitted me to examine them, and, upon my putting some questions, the admiral observed,

observed, "Now, Parker, you are coming to the point." A.D. 1797
The marines were then delivered to the delegates, and it was desired that they should be confined when they went on board.

When he saw Admiral Buckner, after his flag was struck, the Admiral said, "Parker, my flag is struck; consider my feelings." He answered, "I have feelings, Admiral Buckner, and I do consider your's; I am sorry to see it, but it is not in my power to prevent it."

Captain Surridge of the Iris, says, he recollects my being ashore the last time, and saw the delegates of the North Sea fleet give me the additional articles; this evidence says, he never saw any disrespect in me.

I went to Captain Wood, in order to befriend him; though he was sent out of the ship, I never knew it till he deposed it, and he did not produce the men who told him that I ordered it.

Parker then recapitulated much of the evidence without any comment. To account for his being on board the Director, he said, he went to order the band to play the tune, God save the King, Rule Britannia, and Britons Strike Home. When he was told the Director was preparing to fire, he went directly on board to prevent it; and having first in vain addressed the crew, he asked if she would slip her cable, to see how far they would go, and was glad to find them refuse; but they being determined to fire, he was obliged to yield to the storm, and pretend to join in an act his heart abominated.

He then animadverted on a few points of Barry's evidence, who had deposed to his having given orders and even fired some of the Monmouth's guns at the Repulse; declaring he (Barry) must have mistaken him for some other person. Perceiving that the Monmouth was very active in firing on the Repulse, he went on board to endeavour to appease the crew. It would have been an idle Quixotic adventure, to attempt at that time of the tide, to follow the Leopard. He should prove that the Director and Monmouth both fired on the Repulse before he went on board. Before the Sandwich was delivered up to her officers, a signal was made for the delegates to assemble on board the Montague, and their proceedings then were extremely violent, and he did not go.

I have (said he) only a few words to add, not to remind
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A.D. 1797 the Court that where mercy can have place it ought to be shewn, being convinced from the candid manner in which they have acted, that justice will be done; but to request, that they would be pleased to scrutinize the evidence of Barry with the utmost rigour. I have said this for the purpose of clearing my character, which is dearer to me than a thousand lives; and however my conduct has been represented in the public prints, I trust my innocence will appear. My country allows me justice, and justice I am sure I shall have from this honourable Court.

Having finished his defence, which he read from a paper, he was allowed by the Court to withdraw a little.

Lord Northesk, Captain of the Monmouth, and Captain Knight of the Montague, were then called, to prove that at the time they were on board the Sandwich, not only Parker but all the delegates manifested the greatest signs of loyalty. Several other witnesses were called, whom he examined with great ability; but was unable to disprove the charges brought against him, particularly that of ordering the men on board the Director and Monmouth to fire into the Repulse.

The prisoner having no more witnesses to call, the Court was cleared; and in about two hours afterwards it was again opened, and the following sentence was pronounced.

“ That the whole of the charges are fully proved; that the
 “ crime is as unprecedented as wicked; as ruinous to the
 “ navy, as to the peace and prosperity of the country: the
 “ Court doth therefore adjudge him to death; and he is
 “ ordered to suffer death accordingly, at such time and
 “ place as the Lords Commissioners of the Admiralty, or
 “ any three of them shall appoint.”

The sentence being passed; Parker with a degree of fortitude and undismayed composure, which excited the astonishment and admiration of every one present, addressed the Court as follows:—

“ I have heard your sentence—I shall submit to it without a struggle—I feel thus, because I am sensible of the rectitude of my intentions.—Whatever offences may have been committed, I hope my life will be the only sacrifice—I trust it will be thought a sufficient atonement. Pardon, I beseech you, the other men—I know they will return with alacrity to their duty.”

On the 29th of June, Parker was executed on board the Sandwich;

Sandwich; he died very penitent and with great composure; he solemnly denied having the least connection or correspondence with any disaffected persons on shore, and declared, that it was chiefly owing to him, that the ships had not been carried into an enemy's port. A.D. 1797

When taken on the quarter-deck, the Chaplain informed him, he had selected two psalms appropriate to his situation; to which Parker assenting, said, "And with your permission, Sir, I will add a third," and named the 51st—"Have mercy upon me, O God, after thy great goodness; according to the multitude of thy mercies, do away my offences," &c. Prayers being ended, he rose up and asked Captain Moss, "If he might be indulged with a glass of white wine?" which being granted, he took it, and lifting up his eyes, exclaimed—"I drink first to the salvation of my soul!—and next to the forgiveness of all my enemies!"—Addressing himself to Captain Moss, he said, "he hoped he would shake hands with him;" which Captain Moss did; "he then desired that he might be remembered to his companions on board the Neptune; with his last dying entreaty to them, to prepare for their destiny, and refrain from unbecoming levity!" Being then led to the scaffold on the forecastle, he asked Captain Moss, "whether he might be allowed to speak?" and immediately apprehending his intention might be misconceived, he added, "I am not going, Sir, to address the ship's company—I wish only to declare, that, I acknowledge the justice of the sentence under which I suffer, and I hope my death may be deemed a sufficient atonement, and save the lives of others."—He requested "a minute to recollect himself,"—and knelt down alone about that space of time; then rising up said, "I am ready,"—and firmly walked up to the extremity of the scaffold—dropped his handkerchief, and the gun being instantly fired, he was run up to the yard-arm.

The court-martial continued sitting and trying the other mutineers, more than a month; during which time a great number received sentence of death; several were ordered to be flogged from ship to ship; and others confined in the Marshalsea for a certain time. Many of the ringleaders were executed; a considerable number remained under sentence, confined on board the prison ship in the River Thames; but on the signal victory obtained by Admiral

A. D. Duncan over the Dutch fleet, his Majesty sent a general
1797 pardon to these unhappy men.

On the 7th of June, a numerous and respectable meeting of the merchants, ship-owners, insurers, and others concerned in commerce and navigation, was held at the Royal Exchange, and came to the following resolutions.

“ That the disorderly and mutinous proceedings of part of the fleet at the Nore, derogatory to the long established discipline, and glory of the British navy; subversive of the dearest interests of these kingdoms, and directly tending to encourage, and to aid the hostile designs of our foreign enemies, are beheld by this meeting, with extreme concern, indignation, and abhorrence.

“ That in this great commercial nation, an union of merchants, ship-owners, and others interested in navigation, must have a powerful influence in counteracting a mutinous disposition at any time prevalent among a part of our seamen, and that it is the determination of the undersigned to adopt, and to encourage whatever measures may tend at this important crisis, to the restoration of good order and discipline in every part of the British navy.”

“ That no seaman shall be henceforward employed in the service of the undersigned, who cannot produce a certificate from his former commander or commanders in the navy, of his orderly and obedient conduct, or (in case of his having had any share in the present disturbances in the fleet) of his having returned to his duty; and of his submission being accepted, as required by the Act of Parliament now passed.”

“ That a request be made to the Lords Commissioners of the Admiralty, that the Captains in the royal navy be furnished with proper forms of certificates to facilitate the issuing thereof, and to prevent imposition.

“ That it be recommended to all merchants and ship-owners to direct and require, that their several masters, and other officers, be aiding and assisting, wherever required, in his Majesty's service; and that they excite and encourage all seamen to follow their example.”

“ That it be expedient to raise a fund, by voluntary subscription, to be disposed of at the discretion of a committee to be chosen from this meeting, for the purpose of detecting and bringing to public justice such lurking traitors as may have excited and fomented the present mutiny at the
Nore;

Nore ; and of affording* additional encouragement to such A.D. well-disposed persons as may, by early and vigorous exer- 1797 tions, contribute to its suppression."

" That the thanks of this meeting be transmitted to the captains, officers, and crews of the St. Fiorenzo and Clyde, for their spirited conduct in carrying their ships through the mutinous fleet.—Also to the captains, officers, and crews of the Serapis and Discovery, who have, highly to their honor, and at great peril, detached themselves from the fleet at the Nore, and carried their ships into the Medway."

" That the thanks of this meeting be publicly made known to all the officers and seamen who are staunch in their adherence to the cause of their king and country, and have displayed a marked contempt of the traiterous and wicked practices made use of to swerve them from their duty and allegiance."

A committee of the most respectable merchants, &c. was accordingly chosen, and a most liberal subscription entered into; in a short time it amounted to upwards of 5000*l*. The Bank of England and East India Company subscribed 500*l*. each. One hundred guineas reward was offered for apprehending any person or persons who had excited and fomented the mutiny at the Nore; and as an encouragement to those who should enter voluntarily on board the ships of war and gun-boats, which were fitting out in the river for the suppression of the mutiny—to every petty officer two guineas, and every seaman one guinea.

About the middle of June, a squadron was sent from Spithead, under the command of Sir Roger Curtis, to join Admiral Duncan in the North Seas.*

On the 15th of June, La Pompée of 80 guns, Captain Vashon, one of Lord Bridport's fleet, returned to Spithead, in consequence of a most dangerous conspiracy, which was happily discovered before ready for execution. On the 20th, a court-martial assembled on board the Royal William at Spithead, to try six of the principal mutineers of the Pompée—consisting of the following members, viz.

* Appendix, Chap. II. No. 342.

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President,

The Hon. Thomas Pakenham.

Peter Aplin.	Robert Montagu.
Jonathan Faulkner.	Francis Pickmore.
Thomas Peyton.	J. Sidney Yorke.
Hon. A. R. Legge.	Scory Barker.
R. Gambier Middleton.	Ph. Wilkinson.
Piercy Frazer.	Hon. Charles Herbert.

The trial lasted till the 23d, when the charges having been proved in the clearest manner against four of them, they were sentenced to suffer death; one to be imprisoned twelve months, and the other acquitted. On the 28th, two of the mutineers were executed on board the *Pompée*, and the two others received his Majesty's pardon.

The severe punishments (even death) which were daily inflicted on several of the mutineers, did not altogether deter the crews of many of the ships of war*, from manifesting at times, a considerable degree of disobedience and mutiny. Courts-martial were sitting almost the whole summer to try these deluded and disaffected men, many of whom were condemned and suffered death, while others were severely flogged.

On the 27th of July, the squadron under Sir John Borlase Warren†, being on a cruize off Ushant, at day-light in the morning discovered 14 sail of vessels, escorted by a

* Ships whose men were the most riotous.

Royal Sovereign—2 men condemned to death.

Saturn—11 men condemned to death.

Mars—1 man condemned to death—1 confined in solitary cells.

Marlborough.

Bedford—1 man condemned to death.

Ardent—1 man condemned to death—1 flogged.

Grampus—3 men condemned to death—2 confined in solitary cells.

Beaulieu—8 men condemned to death—1 flogged.

Phoenix—1 man condemned to death—1 flogged—2 confined in solitary cells.

Calypso—6 men condemned to death.

† Squadron under Sir John B. Warren.

Pomone	-	44	Sir John B. Warren, K. B.
Artois	-	40	Sir Edmund Nagle, Knt.
Anson	-	44	Ph. C. Durham.
Sylph	-	16	J. C. White.
Dolly (cutter)		10	

frigate,

frigate, corvette, and an armed brig, standing into Hodierné Bay. Upon seeing the British squadron, the enemy pushed in for the land; the corvette and armed brig escaped round the Penmarks; but the frigate not being able to get out of the bay, cut away her masts, and ran ashore. Captain White, in the Sylph, with great gallantry stood in and anchored with a spring on his cable within pistol shot of the frigate, and by a well directed and incessant fire, prevented her crew from using any means to save the ship or stores. The next day the frigate, which proved to be La Caliope, of 36 guns and 250 men, was entirely destroyed. Eight of the convoy were taken, and two burnt. These vessels were chiefly laden with naval stores, provisions, and clothing.

The Sylph had six men wounded in her attack on the French frigate.

On the 31st of July the Artois, of 40 guns, commanded by Sir Edmund Nagle, when reconnoitering the harbour of Rochelle, run upon a sand bank and was totally lost; the crew was saved by the Sylph.

On the 11th of August the squadron* under Sir John Warren attacked several small armed vessels, which had taken shelter with their convoy under the guns of the fort at the entrance of the river Sable D'Olonne, one or two of which he sunk, and did considerable damage to the fort. On the 27th the squadron chased and captured five sail of an enemy's convoy off the Garonne, and drove on shore Le Petit Diable cutter, which was their convoy; she mounted 18 guns, and was manned with 100 men, some of whom perished in their attempts to get on shore.

On the 20th Captain Thomas Wolley, in the Arethusa, of 38 guns, on his passage from the West-Indies, fell in with, and after an action of half an hour, captured La Gaieté French corvette of 20 guns, and 186 men, commanded by M. Guiene Enseigne de Vaisseau. A French armed brig, L'Espoir of 14 guns, was in company with La Gaieté, but kept to windward during the action; when seeing the fate of her companion, she made off. The

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>killed and wounded on the 11th</i>	
* Pomone	- 44	Sir J. B. Warren,	1	3
Jason	- 38	Charles Stirling.		
Triton	- 32	John Gore.		
Sylph	- 16	J. C. White.	- 2	- 4
D 4			enemy	

A.D. 1797 enemy had two men killed, and eight wounded. The Arethusa one seaman killed, and three wounded.

On the 31st, the Penguin brig of 16 guns, Captain Pulling, being on a cruize off the coast of Ireland, fell in with, and after a short action, and a great deal of judicious manœuvring on his part, captured L'Oiseau French privateer of 18 guns, and 119 men; and recaptured her prize, the Express, of Dartmouth, formerly a French privateer of 12 guns. The enemy had one man killed and five wounded.

On the of September a court-martial assembled on board the Cambridge in Hamoaze, to enquire into the cause and circumstances of the loss of his Majesty's ship Amazon; and to try Captain Robert Carthew Reynolds, the officers and company of the said ship, for their conduct upon that occasion.

"When it appeared, that his Majesty's ship Amazon was lost after a well disputed action with a French ship of 74 guns, Les Droites des Hommes, in Audierne bay; the Amazon having suffered materially in her masts and rigging, and being far in shore at the close of the engagement. And the Court is of opinion, that too much praise cannot be awarded to the captain, officers and crew, of the Amazon; by which, in conjunction with the Indefatigable, a ship of the enemy's line was destroyed: and the Court do consider the loss of the Amazon to be the result of a noble pursuit of an enemy on her own coast; and, with respect to it, do consequently acquit Captain Reynolds, his officers and crew, with every sentiment of its highest approbation. And Captain Reynolds, his officers and crew, are hereby most honourably and fully acquitted accordingly."

Admiral Duncan had blocked up the Texel during the whole summer, where the Dutch had a considerable fleet ready for sea, under the command of Admiral de Winter. Early in October the British fleet being in want of some necessary repairs, put into Yarmouth Roads; in the mean time Admiral Duncan left a small squadron of observation off the Texel, under the command of Captain Trollope.*

* Squadron under Captain Trollope.

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
Russel	-	74	Captain Henry Trollope
Ifis	-	50	William Mitchel
Beaulieu	-	40	Francis Fayerman
Circe	-	28	P. Halket
Martin	-	16	Hon. C. Paget.

The

The Dutch availed themselves of this favourable opportunity to put to sea; which was intimated to Admiral Duncan on the morning of the 9th of October, by a signal from a vessel at the back of Yarmouth Sands. The whole of the British fleet immediately got under weigh with the greatest alacrity, and were out of sight in the afternoon. At nine in the morning of the 11th the admiral got sight of Captain Trollope's squadron, with signals flying for an enemy to leeward. Admiral Duncan immediately bore up, and made the signal for a general chase, and in less than an hour came within sight of the enemy, forming in a line on the larboard tack to receive him.*

As Admiral Duncan approached near, he made the signal for the fleet to shorten sail and form in close order. Soon after he saw the land between Camperdown and Egmont, about nine miles to leeward of the enemy; and finding there was no time to be lost in making the attack, at half past eleven he made the signal to bear up, break the enemy's line, and engage them to leeward, each ship her opponent; and by these means he got between them and the land, whither they were fast approaching. Admiral Duncan's signals were obeyed with great promptitude. Vice Admiral Onslow, in the *Monarch*, bore down in a most gallant manner on the enemy's rear, and was followed by his whole division. About half past twelve he broke through the enemy's line, passed under the Dutch vice-admiral's stern, and engaged him to leeward. Admiral Duncan intending to engage the Dutch commander in chief, was prevented by the *States General* of 76 guns, bearing a blue flag at the mizen, shooting close up with him; the admiral therefore run under his stern, engaged him close, and soon forced him to quit the line. The *Venerable* then fell alongside of the Dutch admiral, who was for some time well supported, and kept up a very heavy fire. At one o'clock the action was pretty general, except by two or three van ships of the enemy's line, which got off without the smallest apparent injury, and entered the *Texel* the following day. The action continued with unabating fury for near two hours and a half, when all the masts of the Dutch admiral's ship went by the board; she was, however, defended for some time after in a most gallant manner; at

* Appendix, Chap. II. No. 343, British and Dutch Fleets.

A. D. length finding all further resistance vain, struck her colours
 1797 to the Venerable. Admiral de Winter himself being, it is said, the only man left on the quarter deck who was not either killed or wounded.

About the same time the Dutch vice admiral appeared dismasted, and surrendered to Vice Admiral Onslow. Several others of the Dutch had likewise struck; but the admiral finding himself in only nine fathoms water, and but five miles from the land, had his attention so much occupied in getting the heads of the crippled ships off shore, that he was not able to distinguish the number which were captured; and the wind blowing constantly on the land, the British ships were unavoidably dispersed. Some of the vessels which had struck, took advantage of the night to escape; and two or three of them were seen going into the Texel the following morning.

The ships, however, which were secured, were seven sail of the line, two of 56 guns, and two large frigates; the Delft, of 56 guns, foundered; one of the frigates was also lost, the other was driven on the coast of Holland, and retaken.

A more bloody conflict than this is not recorded in the naval history of Britain since the famous Dutch wars. The loss sustained in killed and wounded on board nine ships only of Admiral Duncan's fleet, was upwards of 700. The only officer of note killed was Captain Burgess, of the Ardent, who led his ship into action in the most gallant manner, and fell most nobly supporting his brave admiral, one of whose seconds he was.* The carnage on board of the Dutch ships must have been dreadful, if we are to judge from the destruction made on board the two which bore the admirals flags, each having not less than 250 killed and wounded.

The Dutch vice-admiral Reintjies was severely wounded, of which he died soon after his arrival in England.

The wind continuing to blow strong, and in general on the enemy's coast, it was with some difficulty that Admiral Duncan could keep off the land, and get over to the British coast; many of his own ships, particularly the Venerable

* Captain Burgess, as an officer, was highly esteemed and respected; his death, though glorious, became a public loss. In private life he was beloved; so was his fate lamented by his friends.

and Monarch, as well as the prizes, being in so bad a condition. The gallant admiral, however, arrived at the Nore on the 16th of October, with the trophies of his glorious victory. A.D.
1797

On the 17th his Majesty was graciously pleased to create Admiral Duncan a Baron and Viscount of Great Britain, by the titles of Baron Duncan of Lundie, and Viscount Duncan of Camperdown. At the same time Vice Admiral Onslow was created a baronet; gold medals were struck to commemorate the victory, and presented to the admirals and captains, to be worn in the same manner as those given on Earl Howe's victory.

The Thanks of both houses of parliament were voted to the fleet. The city of London presented Admiral Duncan with its freedom, and a sword of 200 guineas value; and to Vice Admiral Onslow the freedom and a sword of 100 guineas value.

On the 30th of October his Majesty embarked at Greenwich on board the Royal Charlotte Yacht, for the purpose of visiting his fleet at the Nore under Admiral Duncan, to thank them in person for their late gallant services.

His Majesty was attended by Earl Spencer, Lord Hugh Seymour, Admiral Gambier, and Mr. Marsden, of the Board of Admiralty; Sir Andrew Snape Hammond, Comptroller of the Navy, and other commissioners.

The vessels attending his Majesty were as follows, and thus arranged:

	King's Cutter,	
	The	
	Royal Charlotte, Capt.	
	Henry Trollope;	
An armed brig	Princess Augusta, Capt.	An armed brig
	Edward Riou;	
	Mary, Capt.	
	Phillips;	
	King's Cutter.	

The wind being contrary, and blowing hard, the yachts did not reach the Nore until the next day, when the wind still continued adverse and increased much in violence; and at last being found utterly impracticable to get any further, it was resolved, on account of the important business

A. D. 1797. nefs which required his Majesty's prefence in town, to return to London without accomplifhing the object of the royal excurfion.

At ten in the morning on the 1ft of November, his Majesty and fuite landed at Greenwich; and after break-fafting with Lord Hood, Governor of the Royal Hofpital, returned to town.

Before his Majesty left the Queen Charlotte yacht, he created Captain Trollope a knight banneret.

At the interceffion of Admiral Duncan, his Majesty's gracious pardon was given to 180 of the mutineers, confined on board the Eagle prifon fhip at Chatham.

The following are the Accounts given by the Dutch of this important Victory to their Government.

LETTER from Admiral DE WINTER.

“ With the deepeft impreflure of grief I inform you, that yesterday morning, October 11, we difcovered the Englifh fleet; I immediately formed into a line of battle on the ftarboard tack, and did every thing in my power to keep the fhips as clofe together as poffible; but my orders for this purpofe could not be completely obeyed, on account of the unfteadinefs of the wind, the high fea, and the bad failing of fome of the veffels. At eleven o'clock the enemy attacked the rear of the line, which they broke through with great refolution. This I faw with fome pleafure, becaufe I always entertained hopes that the reft of the fleet would clofe up, and therefore I made the fignal to the headmoft fhips to flacken fail: this, however, was of no avail; we came into action fucceffively in an irregular manner: my fhip was engaged at one time with two, and afterwards with three: the Hercules, which was the fecond in the line from me, took fire, and drove towards me, by which means I was obliged to fhift my ftation, and approach a fourth Englifh fhip, being that of the admiral. All my running rigging was now torn to pieces; and while I was endeavouring to make a fignal for fome of the fhips to come to my affiftance, the flag line was fhut from my hand. In the mean while the Waaffenaar, by the captain being wounded early, and the lofs of a great many people, was obliged to ftrike; as did alfo the Haarlem, the De Vries, the Delft, and the Jupiter, whose main-maft went by the board: this I was in fome meafure prevented from feeing,
by

by the thickness of the smoke, and the closeness with which A.D.
I was engaged. Every thing being at length shot away, 1797
and having lost a considerable number of men, I nevertheless endeavoured to force my way through the five English ships, with a view of making for port, or of giving an opportunity to some of the fleet not yet disabled, to afford me assistance; but my attempt was not successful. At two o'clock all my three masts went overboard, but I still continued to defend the wreck for half an hour; when, having no further hope, seeing the rest of the ships at a distance, and finding that my flag was shot away, I ordered the people, one half of whom I had already lost, to stop firing; and at three o'clock an English frigate approached me, the captain of which came on board and carried me to Admiral Duncan. The *Gelykheid* lay to the windward of me; I saw also that she made no longer any resistance, and had ceased firing; her running rigging was all in pieces; but why she struck I know as little as I do of the Admiral *De Vries*, the *Delft*, and the *Haarlem*. The *Hercules* lost her mizen mast, and took fire, which brought her, as well as me, into the midst of the English fleet, and she has also been captured. With the behaviour of my officers and crew I am perfectly satisfied: I recommend them to you, as men who defended themselves to the last, and continued faithful to their admiral. Both sides fought with fury, and many men have fallen: the English also have sustained great loss. They had returned to Yarmouth with nine sail of the line, in order to refit. On Saturday evening they received intelligence that we were at sea; on Monday they again sailed, having re-victualled in twenty-four hours, and having received eight other ships from Portsmouth and the Downs, in the room of the eight which were under repair. They had altogether sixteen sail of the line; among which there was only one 50, the greater part of the rest being 74 guns. Behold then the most unfortunate day of my life: every exertion that depended on manœuvre, or personal courage, was made by myself, and many others on board, but in vain. Our enemies respect us on account of the obstinacy of our defence. No action can have been so bloody, for it was fatal to us. I shall have the honour of sending you a more accurate and minute account, as soon as I find an opportunity. I at present take advantage of a permission from the English admiral, to give you this
short

A.D. short notice, and to call your care and attention to a number of prisoners, whose bravery and courage deserved a better fate, and particularly to the crew of the Vryheid. I recommend to you the poor widows and orphans, and the wife and children of my worthy captain Van Rossom, whose thigh was shot off at half past two: he is still alive, but there are little hopes of his recovery. Two cadets, one of which is my nephew, have each lost the left leg; the rest of my officers are well. Cranenburg, the lieutenant of marines, only is dead. Of the state of the other ships I can give no account, nor do I know what loss they have sustained; the English do not know themselves. I am informed, however, that Vice Admiral Reintjies has been wounded also, and that he is on board Admiral Onslow. Meurer is well; but Captain Holland, of the Wassenaar was mortally wounded in the beginning of the action, and lost a great many men.

“ I trust and hope that I shall be permitted to return to Holland, in order to justify myself further.

“ I am your unfortunate admiral,
DE WINTER.”

Official Letter of Rear Admiral S. Story, to the Committee of Maritime Affairs at the Hague.

“ On board the States General, Oct. 14, 1797.

“ After having happily gained the Offing with the squadron of the Republic on the 7th of October, we continued to cruize along the coast, by making tacks towards the Bree Veertrin. We fell in with no vessels until the 11th, when, at eight in the morning, we were informed by the men upon the out-look at the top-gallant-mast-head, that the English fleet, amounting to thirty sail, was then to the windward of us. The signal for preparing to engage was immediately made, and afterwards that for forming a line of battle in three divisions on the larboard tack. The wind was then N. N. E. and the village of Egmont bore East North East, distant two leagues and a half. The English fleet, which bore down upon us with the wind abaft, formed in a line towards the south; then, ranged *en echiquier*, (chequerwise) it came right upon us. At half past twelve began one of the most obstinate engagements, perhaps, that ever took place on the ocean. At the commencement of the action, the greater part of the English fleet broke through

through our line: two of their largest vessels then engaged one of ours. Their line consisted of twenty ships, six of which carried 84 guns; the others were 64's and 74's. The ships engaged on both sides throughout the whole line. Thus we were attacked both to windward and leeward. A.D. 1797

“ All vessels as far as I could observe, fought with equal courage. The behaviour of the officers and crews is above all praise. I engaged Admiral Duncan's ship, and another of 84 guns. The States General was between these two vessels, each of which was not more than the length of the ship from us. The same thing took place throughout all the line. Every part of my rigging was soon shot away; but we got a-stern of them in such a manner, that the English admiral was obliged to wear, and to drop a-stern. All his rigging appeared ready to give way, and most of it came down some time after. The ship of 84 guns with which I still remained engaged, was immediately seconded by a 74, in the room of Admiral Duncan's ship. We maintained a most obstinate action with these two ships, and continued fighting until three o'clock. While we were constantly repeating broadside after broadside, a fire broke out in our stern, and between decks, but it was soon extinguished.

“ All the ships were now so much disabled, that they could no longer be managed, and drove about in the greatest confusion. It was no longer possible to fire a single gun. The standing rigging of each mast was carried away; the masts, top-masts, and yards were all wounded; the running rigging was entirely shot away; and the sails all torn to pieces. I had twenty killed, and forty severely wounded. Every brace was shot away: as were also the wheel, tiller ropes, &c. In a word, every thing was carried away; we had shot in every part of the hull; and in this wretched state we floated about at the mercy of the waves.

“ New braces were got up as soon as possible; and at four o'clock we stood towards the English fleet: but my officers then made a report to me that the ship was filling fast with water, and I was under the necessity of shortening sail. The evening set in with thick rain, which prevented us from seeing any of our ships, but a few which had formed the rear of the line. I then collected all the vessels belonging to my division that I could discover. At midnight I found I had got together eleven sail. I endeavoured with them

A. D. them to collect the remainder of the squadron, and stood
1797 again towards the English fleet.

“ At day break we saw them to windward of us, at a short distance a-stern. There was then none of our ships of the line a-head of us, but we observed two ships making for the Texel: upon coming near them, we found they were English; they made sail, and we were not in a condition to chace them. I then continued to steer towards the Texel; and I observed the hulls of three vessels floating near the spot where the battle was fought. On the 12th in the evening I got safely into the Texel with the ships I had collected.

“ Health and Fraternity,
S. STORY.”

Some time after Admiral de Winter sent a detailed account of the action to the Batavian Government, which has nothing in it very interesting: he only relates minutely the situation of his fleet, with the various manœuvres performed before and during the action. He concludes it in the following manner:

“ Thus the battle of the 11th of October, 1797, was ended by the ceasing of the fire from the Batavian ship *Vryheid*, which to the last nobly contended to preserve what she so honourably lost, the Batavian colours.

“ The bad success of this engagement is to be attributed to the following causes:

“ 1st. The English force, although equal in number, exceeded that of the Batavians as to ships of the line.

“ 2d. The English ships having been together at sea during the space of nineteen weeks, the particular capacity of all the ships was known to them, with relation to each other, which it must be allowed, is of the utmost importance and advantage in nautical manœuvres. This was not the case with the Dutch.

“ 3d. The advantage of the attack; and

“ 4th. The early retreat of six Batavian ships from the action; and among those that remained were four very indifferent failers, to which may be principally attributed the breaking of the line. Add to this, that having lost the advantage of attack, and being partly forsaken, it becomes a matter of less surprize that the victory turned out so decisively in favour of the English. Upon the whole, without

out magnifying Batavian courage beyond what was exemplified in this memorable engagement, and admitting that casual circumstances had been equally favourable to them as to the English, and Admiral de Winter's signals been obeyed and executed with the same promptitude as Admiral Duncan's were, it is no improbable conjecture, that some of the British fleet would at this time been moored in the Texel, as a memento of Batavian prowess, and a monument to the memory of the 11th of October, 1797." A.D. 1797

On the 15th of December, Captain Charles Cunningham in the Clyde, having taken La Dorade, French privateer of 12 guns and 93 men, entrusted her to the care of his Master; who, as Captain Cunningham imagines, being emulous to outfail the Clyde, carried too great a press of sail, by which she was upset, and all on board perished.

On the 19th, his Majesty and all the royal family, attended by all the officers of State, the Houses of Peers and Commons, went in procession to St. Paul's, to return thanks for the late glorious naval victories, and to deposit the colours taken from the French on the 1st of June, 1794; from the Spaniards the 14th of February, 1797, and from the Dutch the 11th October, 1797. The following Flag officers and captains attended the procession.

At the end of the first lesson, the Flag officers, &c. entered in two divisions, right and left of the King's chair, the end of the flag being supported by those officers who immediately followed the bearers in regular succession, advancing to the altar to deposit the trophies.

Vice-Admiral Caldwell, bearing the flags taken from the French, on the 1st of June, 1794.

Vice-Admiral Sir T. Pasley, Bt.

Rear Ad. Bazeley.	V. Ad. Sir A. Gardner, Bt.
R. Ad. Lord H. Seymour.	R. Ad. Sir Roger Curtis.
Capt. W. Domett.	Rear Ad. Gambier.
Capt. J. Elphinstone.	Capt. J. W. Payne.

Vice-Admiral Goodall, bearing the flags taken from the French, in the Mediterranean, on the 13th of March, 1795.

Rear Ad. W. Young.	Capt. J. Holloway.
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A. D. 1797 Rear Admiral Hamilton, bearing the flags taken from the French, off L'Orient, on the 23d of June, 1795.

Capt. Larcom.

Capt. Grindall.

Capt. Monckton.

Capt. Browne.

Vice Admiral Sir Charles Thompson, bearing the flags taken from the Spaniards, off Cape St. Vincent, on the 14th of February, 1797.

R. Ad. Sir Horatio Nelson.

Vice Ad. Waldgrave.

Capt. Whitshed.

Sir Charles Knowles.

Capt. Sutton.

Capt. Dacres.

Capt. Irwin.

Capt. Towry.

Captain Douglas, bearing the flags taken from the Dutch, off the Cape of Good Hope, on the 16th of August, 1796.

Admiral Lord Duncan, bearing the flags taken from the Dutch, off Camperdown, on the coast of Holland, the 11th of October, 1797.

Capt. Sir H. Trollope.

Vice Ad. Onslow.

Capt. W. O'B. Drury.

Sir G. W. Fairfax.

Capt. J. Wells.

Capt. W. Effington.

Capt. Mitchell.

Capt. E. O'Brien.

Capt. W. Bligh.

Capt. Geo. Gregory.

Capt. Walker.

Capt. W. Hotham.

On the 21st, Captain Robert Barlow, in the *Phœbe* of 36 guns, being on a cruize to the westward, discovered one of the enemy's frigates, to which he immediately gave chase; but the difference in point of sailing between the two ships being inconsiderable, the chase damaged the mast, sails, and rigging of the *Phœbe* very much with her stern chase guns; and at the moment when Captain Barlow was nearly in a situation to commence the attack, the enemy put in stays; at this time the *Phœbe* being under a crowd of sail and the night extremely dark, prevented Captain Barlow from discovering the enemy's disposition for tacking, a few minutes necessarily elapsed before he could tack to follow her, and in passing, the frigates exchanged broadsides. At ten o'clock at night, he got fairly alongside of the enemy, when after a smart action, which lasted three quarters of an hour, she struck, and proved to be *La Nereide*,

Nereide, commanded by Captain Canon, of 36 guns and 330 men, 20 of whom were killed, and 55 wounded. The Phœbe had 3 men killed, and 10 wounded. A.D. 1797

The Nereide was added to the navy.

On the 29th, the Phaeton and Anson, commanded by Captains Stopford and Durham, being on a cruize in the Bay, fell in with and captured, after exchanging a few shot, La Daphne French frigate of 30 guns and 276 men, formerly in his Majesty's service; she had on board several passengers, and two civil commissioners charged with dispatches from the French government to the island of Guadaloupe.

MEDITERRANEAN AND COAST OF PORTUGAL.

The fleet under the command of Admiral Sir John Jervis, was reduced to a squadron of only ten sail of the line, exclusive of frigates, &c.;* with these the Admiral cruized off the coast of Spain, in hopes of falling in with the Spanish fleet, which was daily expected from the Mediterranean. On the 6th of February, the Admiral was joined by Rear-Admiral William Parker, from England, with five sail of the line. Although this was some accession of strength, it was by no means equal in number to the fleet he had to encounter. Sir John Jervis relied on the superior discipline and gallantry of the officers and men in the fleet he commanded, to counterbalance the disparity in point of force. On the 11th at night, Commodore Nelson, in La Minerve frigate, fell in with and was chased by the Spanish fleet off the mouth of the Straits;† he fortunately effected his escape, and joined Sir John Jervis on the 13th; on which day he shifted his broad pendant to the Captain of 74 guns. Captain Foote of the Niger, also kept company with the Spanish fleet, for several days previous to the 13th. On that night they approached so near to the British fleet, that their signal guns were distinctly heard. The Admiral, therefore, made the signal for the fleet to prepare for battle; and at day-break on the 14th, they were formed in the most compact order of sailing, in

* Appendix, Chap. II. No. 345. Fleet under Sir J. Jervis.

† Commodore Nelson was on his return from Porto Ferrajo, having on board Sir Gilbert Elliot, late Viceroy of Corsica, Lieutenant-Colonel Drinkwater, and others of his suite.

A.D. 1797 two lines. The morning was dark and hazy; at half past six the Culloden made the signal for five sail in the South-West quarter; at eight o'clock the squadron was ordered to form in close order, and in a few minutes after, the signal was repeated to prepare for battle.

At forty minutes past ten, La Bonne Citoyenne made the signal that the ships seen were of the line, twenty-five in number, and in about half an hour after, the enemy's fleet was visible to all the squadron.

The ships first discovered by the Culloden, were at this period separated from their main body, which was bearing down in some confusion to join the separated ships. It appeared to have been Sir John Jervis's intention at the first, to cut off these five ships from the enemy's fleet, before the main body could arrive to their assistance; with this view, the fast sailing ships were ordered to chace, but observing the near position of the main body, the Admiral afterwards formed the fleet into a line of battle a-head as most convenient.*

At about 20 minutes past eleven, the Admiral communicated his intention to pass through the enemy's line, and immediately after, the signal was made to engage; in about ten minutes the Culloden, commanded by Captain Trowbridge, began to fire at the enemy's headmost ships to windward; as the squadron advanced, the action became more general; and it was soon apparent, that the Admiral had accomplished his design of passing through the enemy's line. The regular and animated fire of the British squadron was but feebly returned by the enemy's ships to windward, which were also completely prevented from joining their companions to leeward, and obliged to haul their wind on the larboard tack. Thus, a part of the Spanish fleet was effectually cut off from the main body, and they were reduced to the necessity of also forming on the larboard tack, seemingly with the intention of passing through, or to the leeward of the British line; but they met with such a warm reception from the centre of the British, that they were obliged to tack and did not appear again in the action till the close of the day. Admiral Jervis having thus fortunately obtained his first object, now directed his whole

* Appendix, Chap. II. No. 346. British and Spanish lines of battle.

attention to the main body of the enemy's fleet to wind-ward, which was reduced at this time, by the separation of the ships to leeward, to eighteen sail of the line. A little after 12 o'clock, the signal was made for the British fleet to tack in succession, and soon after the signal for again passing the enemy's line; while the Spanish Admiral's design appeared to be, to join the ships to leeward, by wearing round the rear of the British line. A.D. 1797

The intention of the enemy was, however, soon perceived by Commodore Nelson, whose station in the rear afforded him an opportunity of observing this manœuvre. In order to frustrate the design, he had no sooner passed the Spanish rear, than he wore and stood on the other tack towards the enemy. In executing this bold and decisive manœuvre, the Commodore found himself alongside of the Spanish Admiral, in the *Santissima Trinidad*, of 136 guns. Notwithstanding this immense disparity, the gallant officer did not shrink from the contest, though the Spaniard was ably supported by her two seconds, a-head and a-stern, each of which was a three-decker. While he sustained, however, this unequal conflict, his friends were eagerly pressing to his assistance; the enemy's attention was, therefore, soon directed to the *Culloden*, Captain Trowbridge, and the *Blenheim*, Captain Frederick; the able support afforded to Commodore Nelson by these vessels, and the fast approach of Rear-Admiral Parker, with the *Prince George*, *Orion*, *Irresistible*, and *Diadem*, determined the Spanish Admiral to relinquish his design of rejoining his ships to leeward, and to make the signal for his main body to haul their wind and make sail on the larboard tack.

The advantage was now evidently on the side of the British; and while the advanced division warmly pressed the center and rear of the enemy, the Admiral meditated with his division a co-operation, which must effectually compel some of them to surrender. In the confusion of their retreat, several of the Spanish ships had doubled on each other. It was, therefore, Admiral Jervis's plan to reach the weathermost of those ships, then to bear up and rake them all in succession, with the seven ships composing his division. The casual position of the rear ships in his own division, however, prevented his executing this design. He therefore ordered the *Excellent*, Captain Collingwood, to

A.D. 1797 bear up, while he passed to leeward of the rear-most ships of the enemy. Captain Collingwood, in obedience to the Admiral's orders, passed the two rear-most ships of the enemy, and gave one of them, the *St. Isidore*, so effectual a broadside, that having been much injured before, she was obliged to submit.

The Excellent then passed on to the relief of Commodore Nelson in the *Captain*, who was closely engaged with a Spanish three-decker, bearing the flag of an Admiral; but before Captain Collingwood could arrive, the Spaniard's mizen-mast fell overboard, and she got entangled with her second, the *St. Nicholas*, a ship of 84 guns. In this state, the Commodore resolved on a bold and decisive measure; and determined, whatever might be the event, to attempt his opponent sword in hand; the boarders were directed to be ready, and orders given to lay his ship on board the enemy.

"Fortune favours the brave! nor on this occasion was she unmindful of her favourite. Ralph Willet Miller, the Commodore's Captain, so judiciously directed the course of his ship, that he laid her aboard the starboard quarter of the Spanish 84; her spritsail yard passing over the enemy's poop, and hooking in her mizen shrouds: when the word to board being given, the officers and seamen, destined for this perilous duty, headed by Lieutenant Berry,* together with the detachment of the 69th regiment, commanded by Lieutenant Pearson,† then doing duty as marines on board the *Captain*, passed with rapidity on board the enemy's ship; and in a short time the *St. Nicholas* was in possession of her intrepid assailants. The Commodore's ardour would not permit him to remain an inactive spectator of this scene. He was aware the attempt was hazardous, and he thought his presence might animate his brave companions, and contribute to the success of this bold enterprize; he, therefore, as if by magic impulse, accompanied the party in this attack; passing from the fore chains of his own ship, into the enemy's quarter gallery, and thence through the cabin to the quarter-deck; where he arrived

* Now Sir Edward Berry; Lord Nelson's Captain in the *Vanguard*, in the battle of the Nile.

† This gallant officer died in the year 1800, on his return from the Bay of Honduras.

in time to receive the sword* of the dying commander, who had been mortally wounded by the boarders." A.D. 1797

"He had not been long employed in taking the necessary measures to secure his hard-earned conquest, when he found himself engaged in a more arduous task. The stern of the three-decker, his former opponent, was placed directly a midships of the weather-beam of the prize San Nicholas; and from her poop and galleries, the enemy sorely annoyed with musketry the British, who had boarded the San Nicholas. The Commodore was not long resolving on the conduct to be adopted upon this momentous occasion: the two alternatives that presented themselves to his unshaken mind, were to quit the prize, or instantly board the three-decker. Confident in the bravery of his seamen, he determined on the latter. Directing, therefore, an additional number of men to be sent from the Captain on board the San Nicholas, the undaunted Commodore, whom no danger ever appalled, headed himself the assailants in this new attack, exclaiming, Westminster Abbey! or glorious victory!"

"Success in a few minutes, with little loss, crowned the enterprize. Such, indeed, was the panic occasioned by his preceding conduct, that the British no sooner appeared on the quarter-deck of their new opponent, than the commandant advanced, and asking for the British commanding officer, dropped on one knee, and presented his sword; apologizing at the same time, for the Spanish Admiral's not appearing, as he was dangerously wounded. For a moment, Commodore Nelson could scarcely persuade himself of this second instance of good fortune: he, therefore, ordered the Spanish commandant, who had the rank of Brigadier, to assemble the officers on the quarter-deck, and direct means to be taken instantly for communicating to the crew, the surrender of the ship. All the officers immediately appeared; and the Commodore had the surrender of the San Josef duly confirmed, by each of them delivering his sword."†

* This sword the Commodore afterwards presented to the city of Norwich.

† Nav. Chro. Bio. Mem. of Lord Nelson, Vol. 3d.

A. D. 1797 Immediately upon Commodore Nelson's return on board the Captain, he made the signal for boats to assist in disentangling her from the prizes; and as she was rendered incapable of further service until refitted, he hoisted his pendant for the moment on board *La Minerve* frigate; and in the evening shifted it to the *Irresistible*, where it remained until the Captain was ready to receive it again.

In the mean time Admiral Jervis ordered the *Victory* to be placed on the lee quarter of the rearmost ship of the enemy the *Salvador del Mundo*; and threw in so effectual a discharge, that the Spanish commander seeing the *Barfleur* bearing down to second the *Victory*, thought proper to strike.

The van of the British ships continued to press hard on the *Santissima Trinidad*,* and the others which composed the rear of the flying fleet. The career of victory was however stopped by circumstances not in the power of the English admiral to controul. The ships, which in the morning had been separated from the main body of the Spanish fleet, and therefore unengaged in the contest, having at length formed a junction with their van, bore down and shewed a disposition to renew the action. These circumstances, therefore, with the lateness of the hour, and the necessity of securing the prizes, determined Sir John Jervis to bring to. A little after four in the afternoon the signal was made to this effect, and a strong line was formed for the protection of the prizes and disabled ships. As the enemy's ships approached, they opened a fire on the covering ships; but though superior in number, and fresh for action, they contented themselves with a few irregular broadsides, and left the conquerors to sail off triumphantly with their prizes.

The loss sustained by the British on this glorious and ever memorable engagement, amounted in killed and wounded to 300 men; that of the Spaniards in the ships which were captured to 693; those which escaped must have also suffered considerably.

The day after the action, whilst the British ships were

* It was affirmed that this ship had struck; she was however so dreadfully shattered, that it was with the utmost difficulty the Spaniards towed her into Cadiz.

close under Cape St. Vincent much dispersed, refitting and getting the prizes in a condition to carry sail, twenty-two sail of the Spanish fleet hove in sight and bore down in a regular line of battle, as if determined to engage the British, and endeavour to rescue their unfortunate companions; they however thought it most safe to haul off, and a few days afterwards retired into Cadiz. A.D. 1797

On the 16th of January Sir John Jervis was forced to put into Lagos Bay, to secure the prizes, and repair the damages the squadron had sustained. A few days after it experienced the tail of a gale of wind; which, if it had blown home, might have proved fatal to many of those brave men; as from the badness of the ground, several of the ships, if not the whole squadron, would have been forced ashore.

On the 23d the squadron sailed from Lagos Bay, and arrived on the 28th with the prizes at Lisbon.

Captain Robert Calder, first captain to the admiral, was sent home with the news of this important victory; and for which he was created a baronet.

The thanks of both houses of parliament were voted to the admirals, captains, officers and crews of the squadron.

His Majesty was graciously pleased to create Sir John Jervis a peer of Great Britain, by the titles of Baron Jervis of Meaford, and Earl of St. Vincent. A pension of 3000l. a year was also bestowed on him by the unanimous vote of parliament.

Vice Admirals Thompson, and Rear Admiral William Parker were created baronets.

Vice Admiral the Hon. William Waldgrave returned to England, and was appointed governor and commander in chief at Newfoundland.

And Commodore Horatio Nelson received the insignia of the Bath; and the freedom of the City of London presented to him on his return to England, in a gold box valued 100 guineas.

The admirals and captains were also presented with gold medals emblematic of the victory, to be worn with their uniform.*

* It was said that Don Cordova was dismissed the service; and several other principal officers in the Spanish fleet publicly disgraced.

A. D. 1797 In the month of April Sir Horatio Nelson hoisted his flag as rear admiral of the blue, and was detached by Earl St. Vincent to bring away the garrison at Porto Ferrajo.

On the 13th of April Lieutenant Pengelly, in the Viper cutter of 14 guns and 60 men, on his return from Algiers to Gibraltar, fell in with, and after a smart action captured the Piteous Virgin Mary Spanish privateer of 10 guns, 8 swivels, and 42 men, one of whom was killed, and seven wounded. The Viper had none killed or wounded.

On the 26th Captain George Martin, in the Irresistible, in company with the Emerald frigate, attacked two Spanish frigates which had anchored in Canil Bay, near Trafalgar, and obliged them to surrender; they proved to be the Elonar and Nimfa, of 26 guns, and 320 men each. The former, after she had struck, cut her cable, and ran ashore; Captain Martin, however, got her off, but so materially damaged, that she could not be kept afloat, and was consequently destroyed. These frigates were from the Havannah, bound to Cadiz. It was supposed they had 18 men killed, and 30 wounded. The Irresistible had one man killed, and one wounded.

On the 28th of May Captain Benjamin Hallowell, in the Lively, of 32 guns; and La Minerve, of 38, Captain George Cockburne, standing into the bay of Santa Cruz, in the island of Teneriffe, discovered an armed brig at anchor in the road, which on their nearer approach hoisted French colours. The two commanders having agreed in opinion that she could be taken out, Captain Hallowell for this purpose ordered the boats of the two frigates under the command of Lieutenant Hardy, of La Minerve, he being the senior officer, to proceed the next day on this desperate enterprize. At about half past two in the afternoon, Mr. Hardy made a most resolute attack, in which he was gallantly supported by the officers in the other boats; and in defiance of a smart fire of musketry from the brig, boarded and carried her almost immediately. This gave an alarm to the town, from whence a heavy fire of artillery and musketry was opened; and also from a large ship lying in the road, which continued without intermission for near an hour; by which time they had succeeded in towing the brig out of reach of the batteries, to which, for want of wind, they were for some time much exposed.

She proved to be La Mutine French corvette of 12 six pounders,

pounders, two thirty-six pound carronades, and manned with 130 men, commanded by Citizen Xavier Paumier, capitaine de frigate, who was on shore at the time she was cut out. A.D. 1797

Earl St. Vincent rewarded Lieutenant Hardy for his gallantry with the command of *La Mutine*, which appointment was afterwards confirmed by the admiralty.*

The following are the other officers who were employed on this service, and greatly distinguished themselves. Lively, Lieutenants Bland, Hopkins, and Bushby, and Lieutenant Bulkely, of the marines; *Le Minerve*, Lieutenants Gage and Masing. Four men were wounded in the Lively's boats; and Lieutenant Hardy, with ten men in *La Minerve's*.

The damages which the fleet had sustained in the late engagement having been repaired, Earl St. Vincent sailed from Lisbon, and proceeded off Cadiz, where he anchored the fleet in such a situation as to completely blockade the port.

In the night of the 3d of July Rear Admiral Sir Horatio Nelson, who commanded the advanced squadron, proceeded with the *Thunder* bomb, covered by the armed launches and barges of the fleet, to bombard the town of Cadiz. The *Thunder* was placed with great judgement within 2500 yards of the garrison, and began to throw shells with great precision, under the directions of Lieutenant Boyne, of the artillery; but unfortunately the large mortar was soon found to have been so materially injured from its former services, that the rear admiral was obliged to order her to retire under the protection of the *Goliath*, *Terpsichore*, and *Fox*. The Spaniards dispatched a great number of mortar gun-boats, and large armed launches, to attempt to cut off and carry the *Thunder*; but Rear Admiral Nelson attacked them with such determined bravery, that they fled in the greatest disorder and consternation, under the walls of the garrison. The commandant of this flotilla, Don Miguel Tyraon, laid his boat alongside the barge in which was the admiral; when after a severe conflict, the Spaniard was obliged to surrender with the loss of 18 out of 26 men, killed, himself and all the rest wounded.

* This gallant officer was afterwards promoted to post rank, and served as captain under Lord Nelson's flag.

A.D. 1797 *The following is a List of the Killed and Wounded in the attack of the Spanish Gun Boats.*

Theseus, 5 wounded.
 Irresistible, 1 wounded.
 Seahorse, 1 wounded.
 Ville de Paris, 5 wounded.
 Prince George, 1 killed, 5 wounded.
 Diadem, 1 wounded.
 Barfleur, 1 wounded.
 Egmont, 1 wounded. Total, 1 killed, 20 wounded.

Officers Wounded.

Seahorse, Captain Freemantle, who accompanied Rear Admiral Nelson in his barge, slightly,
 Ville de Paris, Lieutenant William Selby, ditto.
 Diadem, Lieutenant W. J. Rowe, ditto.
 Prince George, Lieutenant Gregory Grant, ditto; Mr. M. R. Tooley, midshipman.
 Barfleur, Mr. Hugh Pearson, master's mate.
 Theseus, John Sykes, admiral's coxswain, severely, defending the person of the admiral.

On the night of the 5th Rear Admiral Nelson ordered a second bombardment of Cadiz, under the direction of Captain Bowen, of the *Terpsichore*; Captain Miller, of the *Theseus*; and Captain Waller, of the *Emerald*. The Thunder, Strombolo, and Terror bombs, were most judiciously placed by Mr. Jackson, master of the *Ville de Paris*, and threw shells with considerable effect into the town and among the shipping. The next morning ten sail of the line, two of them bearing the flags of Admirals Mazaredo and Gravina, warped with great precipitation out of range of the shells. This service was effected with inconsiderable loss to the British; three seamen were killed; five officers, and 11 seamen and marines wounded.

Officers Wounded.

Victory, Lieutenant Collins; much bruised.
 Theseus, John Oldfield, Captain of Marines.
 John Collier, midshipman.
 Audacious, — Stephenson, midshipman.
 Sea-horse, John Hornsey, acting-lieutenant.

On the night of the 8th Rear Admiral Nelson meditated another operation under his own direction; but the wind blew

blew so strong down the bay, he could not get the bomb-
vessels up to the point of attack in time.

A.D.

1797

Admiral Earl St. Vincent, from a variety of intelligence which he had received, was led to believe the town of Santa Cruz, in the island of Teneriffe, was an assailable object. On the 15th of July he therefore dispatched Rear Admiral Nelson with a squadron of ships of war, to make an attack upon that place.*

On the 25th, at half past five o'clock in the evening, the squadron anchored a few miles to the northward of Santa Cruz. The rear admiral finding it impossible for the ships to approach sufficiently near the town to cannonade it with any effect, ordered a body of 1000 seamen and marines to be landed from the different ships, under the command of Captains Troubridge, Hood, Thompson, Miller, and Waller. At eleven o'clock the men were all in the boats, and rowed towards the shore in six divisions. The Captains Freemantle and Bowen accompanied the rear admiral to regulate the attack. At half past one in the morning the boats had approached the Mole head within half gun shot undiscovered; when the alarm bells rang, and a tremendous fire was opened from one end of the town to the other. The Fox cutter, in which was on board about 180 men, received a shot under water on her approaching the town, and instantly sunk; Lieutenant Gibson, her commander, and 96 men perished. The same melancholy fate befel the boat in which was Captain Bowen and his first lieutenant, who were saved; but the first of these brave officers was killed shortly after while spiking the guns at the Mole. The night being extremely dark, the boats were unable to keep together; the Rear Admiral, Captains Thompson and Freemantle, with four or five boats, landed at the Mole, which they stormed and carried, although defended by 400 or 500 men, and six 24 pounders, which they spiked. But such a heavy fire of musketry and grape shot was kept up from the citadel and houses at the Mole-head, that it was impossible for them to advance; and the whole party was almost to a man either killed or wounded; among the latter were the rear-admiral, who lost his right arm; and Captains Thompson and Freemantle slightly.

In the mean while Captains Troubridge, Hood, Miller,

* Appendix, Chap. II. No. 347.

and

A.D. and Waller, landed with many of the boats a little to the
 1797 southward of the citadel, passing through a violent surf, which stove the boats, and wet all the ammunition. Notwithstanding these difficulties, they pushed over the line wall, and took possession of the town. Their force consisted of 80 marines, as many pike-men, and 180 small armed seamen. Having formed in the great square of the town, Captain Trowbridge determined to storm the citadel; but on his approach, he found it was too strong to render such an attempt practicable. Some prisoners who were taken, informed him that there were 3000 Spaniards in arms; and 100 French with five field pieces, assembled at the entrance of the town. Seeing the impossibility of getting any assistance from the ships, at seven o'clock Captain Trowbridge dispatched Captain Hood with a message to the governor, to say, that if he should be allowed freely and without the least molestation to embark his people at the Mole-head, in such of the ships boats as were not stove; and that the governor should provide others to carry off the remainder, the squadron now before the town would not molest it. The governor told Captain Hood, that he thought in their situation they ought to surrender prisoners of war; to which he replied, that Captain Trowbridge directed him to say, that if the terms he had offered were not accepted in five minutes, he would set the town on fire, and attack the Spaniards at the point of the bayonet. The conduct of the governor upon this occasion reflects the highest honour on his character. To prevent so dreadful a conflagration, and to spare the lives of many brave men, he instantly accepted the terms proposed. Captain Trowbridge accordingly marched to the Mole-head, where boats were provided by the Spaniards to carry the people off to the ships. It is said also that the governor, Don Juan Antoine Guterry, with the generosity worthy of a great man, furnished the retreating invaders with a ratio of biscuit and wine; and directed those of the British who were wounded to be received into the hospital: at the same time intimated to Rear Admiral Nelson that he was at liberty to send on shore and purchase whatever refreshments the squadron were in need of, whilst it remained off the island.*

* A similar act of Spanish generosity and benevolence occurred to the crew of the Lord Clive privateer which was blown up at the attack of Nova Colonia, in the river de la Plata, in the year 1763. See Vol. I. page 376.

The loss the British sustained on this unfortunate expedition was rather considerable; besides Captain Richard Bowen, of the *Terpsichore*, by whose death the service lost an officer of infinite merit; many other excellent and valuable officers were to be regretted. The whole amounted to 44 killed, 97 drowned, 105 wounded, and 5 missing.*

A.D.
1797

Early in July a most daring mutiny broke out on board the *St. George*, which was happily quelled by the spirit and activity of Captain Peard, her commander, and his first lieutenant, whose meritorious conduct on the occasion sets a noble example to the officers of the British navy. The circumstance was as follows:—Three men, who had been sentenced to suffer death for mutinous behaviour in some other ship, were sent on board the *St. George* to be executed. The crew, on the arrival of the prisoners, drew up a remonstrance in their favour, and begged of Captain Peard to intercede in their behalf with the commander in chief. The captain replied, that he should lay their prayer before Lord St. Vincent, and, in pursuance of his promise, he lost no time in submitting the remonstrance to him. The admiral's answer was, that he considered the sentence of the mutineers as founded upon solid justice and imperious necessity: and consequently he could not think of retracting the sanction which he had given to the judgment of the court-martial, by whom they had been convicted. Upon this determination being made known to the people of the *St. George*, the strongest symptoms of disaffection were manifested by them. Their conduct was not unobserved by Captain Peard, who took the precaution to watch their proceedings with the utmost strictness: one of the seamen who was well acquainted with their designs, informed Captain Peard that they had entered into a resolution of seizing the ship, deposing the officers, and liberating their condemned companions. The evening previous to the day appointed for carrying into effect the sentence of the court-martial, was the time fixed upon to put their plan into force. Captain Peard seeing the crew assemble in the waste, immediately approached, and addressed them to the following effect:—"I am perfectly aware of your intentions, and shall oppose them at the risk of my life. You have de-

* Appendix, Chap. II. No. 347.

terminated

A.D. 1797 terminated to oppose the authority of your officers ; I am resolved to do my duty, and to enforce strict obedience to my orders. I am sensible that you are for the most part, the victims of delusion : I know the ringleaders, and do not hesitate my intentions of bringing them to justice. I command you to disperse, and to return to your duty."

Finding this address did not produce the desired effect, Captain Peard, accompanied by his first lieutenant, rushed in amid the crowd, resolutely seized two of the people, whom he knew to be the promoters of the conspiracy, dragged them out by main force, and put them in irons, without experiencing any opposition from the crew. The resolution and determined courage displayed by Captain Peard on this occasion, had such an effect upon the rest of the men, that order was immediately restored, and they returned peaceably to their duty. The next morning the three mutineers were hanged at the yard-arm, conformable to their sentence. On the 7th and 8th of July the two mutineers of the St. George were tried by a court-martial, condemned to suffer death, and executed on the morning of the 9th.

The following order was given out by Earl St. Vincent the night previous to the execution.

General Order. " Every ship in the fleet is to send two boats, with an officer in each, and two marines or soldiers properly armed in each boat, on board his Majesty's ship the St. George, at half past seven to morrow morning, to attend a punishment. The sentence is to be carried into execution by the crew of the St. George alone ; and no part of the boat's crews of other ships, as is usual on similar occasions, are to assist in this painful service ; in order to mark the high sense the commander in chief entertains of the loyalty, fidelity, and subordination of the rest of the fleet, which he will not fail to make known to the Lords Commissioners of the Admiralty, and request their Lordships to lay it before the King. This memorandum is to be read to the ship's companies."

Mr. Hatley, first lieutenant of the St. George, was promoted to the rank of a commander, as a reward for his spirited conduct.

NORTH AMERICA*.

A.D.
1797

Nothing of any importance occurred on this station. Vice-Admiral Vandeput gave every necessary protection to the trade against the French privateers.

In November, *La Tribune* of 44 guns and 280 men, commanded by Captain Scory Barker, which had been sent out with the Quebec and Newfoundland convoys, was lost off Halifax harbour. The following is an account of the melancholy fate of that unfortunate ship:

Some days previous to their making the land, near Halifax, they lost sight of the convoy in bad weather. About eight o'clock in the morning on that day the harbour of Halifax was discovered, the wind at this time from the E.S.E. they approached it fast, when Captain Barker proposed to the master to lay the ship to till they could obtain a pilot. The master replied, "that he had beat a 44 gun ship into the harbour, that he had been frequently there, nor was there any occasion for a pilot, as the wind was favourable." Confiding in these assurances, Captain Barker went below, and was for a time employed in arranging some papers he wished to take on shore with him; the master in the mean time taking upon him the pilotage of the ship, and placing great dependence on the judgement of a negro man, by the name of John Corey, who had formerly belonged to Halifax. About twelve o'clock the ship had approached so near the Thrum Cap shoals, that the master became alarmed, and sent for Mr. Galvin, the master's mate, who was sick below. On his coming upon deck, he heard the men in the chains sing out "by the mark five!" the black man forward at the same time calling out "steady." Galvin got on one of the carronades to observe the situation of the ship; the master, in much agitation, ran up to the wheel and took it from the man who was steering, with an intent to wear the ship; but before this could be effected, or Galvin was able to give an opinion, she struck. Captain Barker instantly came on deck, and reproached the master with having lost the ship. Seeing Galvin also on deck, he addressed him, and said, that knowing he had formerly sailed out of this harbour he was much surprized he could stand by and see the master run

* Appendix, Chap. II. No. 348.

A. D. the ship ashore. Galvin informed the captain he had not
1797 been on deck long enough to give an opinion.

Signals of distress were immediately made, which were answered by the military posts, and ships in the harbour. Boats were instantly dispatched from every quarter to her relief. The military boats, and one from the dock-yard, with Mr. Rackum, boatswain of the ordinary, reached the ship; but the other boats, though making the greatest exertions, were not able, the wind being so much against them, to get on board. The ship was immediately lightened by throwing all her guns overboard, excepting one retained for signals, with every other heavy stores, so that about half past eight o'clock in the evening the ship began to heave, and about nine she swung off from the shore. She had lost her rudder, and it was now discovered that she had seven feet water in the hold. The chain pumps were instantly manned, and worked with such effect, that they seemed to gain on the leaks, and, by the advice of Mr. Rackum, the captain ordered to let go the best bower anchor. This was done, but it did not bring her up. Capt. Barker then ordered the cable to be cut, and the jibb and fore top-mast stay-sail were hoisted to steer by. All this time the violent gale which had come on from the S. E. kept increasing, and driving them to the western shore. In a short time the small bower anchor was let go; at which time they found themselves in about thirteen fathoms water: the mizen-mast was then cut away.

It was now about ten o'clock; and the water gaining fast upon them, little hope remained of saving the ship or their lives. At this critical period Lieutenant Campbell quitted the ship. Lieutenant North was taken into the boat out of one of the ports. Lieutenant James of the Royal Nova Scotia regiment, not being to be found, was so unfortunate as to remain, and to the great distress of his worthy parents and friends, shared the general fate. From the period when Lieutenant Campbell quitted the ship, all hopes of safety had vanished; the ship was sinking fast, the storm was increasing with redoubled violence, and the rocky shore to which they were approaching resounding with the tremendous noise of the billows which rolled towards it, presented nothing to those who might survive the calamity, but the expectation of a more painful death, from being dashed against those stupendous precipices which, even in
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the calmest day it is impossible to ascend. Dunlap, one of the survivors, declared, that about half past ten, as nearly as he could conjecture, one of the men who had been below, came to him on the fore-castle, and told him it was all over. In a few minutes after the ship took a lurch, as a boat will when nearly filled with water and going down; immediately on which Dunlap began to ascend the fore shrouds, and, at the same moment casting his eyes towards the quarter-deck, saw Captain Barker standing by the gang-way, and looking into the water, and directly after heard him call for the jolly-boat. At the same time he saw the lieutenant of marines running towards the taffarel, he supposed to look for the jolly-boat, as she had been previously let down with the men in her; but instantly the ship took a second lurch, and sunk to the bottom; after which neither the captain nor any other officer were seen.

The scene, sufficiently distressing before, became now peculiarly awful; more than 240 men, besides women and children, were floating on the waves, making their last effort to preserve their existence. Dunlap, whom we have before mentioned, gained the foretop. Mr. Galvin, the master's mate, after incredible difficulty, got into the main-top. He was below when the ship sunk, directing the men at the chain-pump, but was washed up the hatchway, thrown into the waste, and from thence into the water, and his feet as he plunged struck a rock; on ascending he swam to gain the main shrouds, when he was suddenly seized hold of by three men; he now thought he was lost; to disengage himself from them, he made a dive into the water, which induced them to quit their hold; on rising again he swam to the shrouds, and arriving at the main-top, seated himself on an arm-chest which was lashed to the mast. From the observations of Mr. Galvin from the main-top, and Dunlap in the fore-top, it appears that near 100 persons were for a considerable time hanging to the shrouds, the tops, and other parts of the wreck; but from the extreme length of the night, and the severity of the storm, nature became exhausted, and they kept at all periods of the night dropping off, and disappearing. The cries and groans of the unhappy sufferers, from the bruises many of them had received, and as their hopes of deliverance began to fail them, were continued through the night; though as morning appeared, from the few that then survived, they

A.D. 1797 became feeble indeed: the whole number saved from the wreck amounted to eight persons, and several of them so exhausted as to be indifferent whether they were taken off or not. Mr. Galvin mentions, that at about twelve o'clock the main-mast gave way; at that time he supposes there were, on the main-top, and on the shrouds, upwards of 40 persons. By the fall of the mast the whole were again plunged into the water, and of that number only nine, besides himself, regained the top. The top rested on the main yard, and the whole remained fast to the ship by some of the rigging. Of ten persons who regained the main-top, four only were alive when the morning appeared: ten were at that time alive on the fore-top, but three of them had got so exhausted, and had become so unable to help themselves, that before any relief came they were finally washed away; three others perished, and thus four only were finally left alive in the fore-top. The place where the ship went down was barely about three times her length, to the southward of the entrance into Herring Cove. The people came down in the night to the point opposite to which the ship sunk, and kept large fires, and were so near as to converse with the people on the wreck.

The first exertion that was made for their relief was by a boy thirteen years old, from Herring Cove, who ventured off in a small skiff by himself, about eleven o'clock the next day: and this truly deserving young lad, with great exertions, and at extreme risk to himself, boldly approached the wreck, and backed in his little boat so near to the fore-top, as to take off two of the men, for the boat could not with safety hold any more; and here a trait of generous magnanimity occurred which deserves to be noticed. Dunlap and Munroe, had, throughout this disastrous night, providentially preserved their strength and spirits beyond their unfortunate companions, and had endeavoured to cheer and encourage them as they found their spirits sinking; they were now both enabled to have stepped into the boat, and thus to terminate their own sufferings, but their other two companions, though alive, were unable to help themselves; they lay exhausted on the top, wished not to be disturbed, and seemed desirous to perish as they lay. These generous fellows hesitated not a moment to remain themselves on the wreck, and to save, though against their will, their unfortunate companions; they lifted them up, and by the greatest exertions

exertions got them into the little skiff, and the *manly boy* A.D. rowed them triumphantly to the cove, and instantly had 1797 them conveyed to a comfortable habitation. After shaming, by his example, older persons who had larger boats, he put off again in his skiff, but with all his efforts he could not then approach the wreck; his example, however, was soon followed by those in the Tribune's jolly boat, and by some of the boats of the cove; with their joint exertions the eight men were preserved, who, with four that escaped in the jolly boat, made the whole number of survivors of this fine ship's company.

An instance occurred, which, though it may appear unnatural, after the distressing scene we have related, is so descriptive of that cool thoughtlessness of danger which so often distinguishes our British tars, that it would be inexcusable to omit it. Daniel Munroe, one of the survivors, had, as well as Dunlap, got into the fore-top. Suddenly he disappeared; and it was concluded he had been washed away with many others; when, after an absence from the top of two hours, he raised his head through the lubber's hole to the surprise of Dunlap, who enquired where he had been; he said he had been cruising for a better birth; after swimming about the wreck for a considerable time, he had returned to the fore shrouds, and crawling in on the cat-harpins, had actually been sleeping there more than an hour, and appeared to be greatly refreshed.

A list of the commissioned and warrant officers who perished on board La Tribune.

<i>Names.</i>	<i>Rank.</i>
Scory Barker, - -	Captain.
Thomas Farrel, - -	1st Lieutenant.
Thomas Clarke, - -	2d Ditto.
Thomas Shairp, - -	3d Ditto.
James Clubb, - -	Master.
James Gregg, - - -	Lieutenant of Marines.
Mer. Jones, - - -	Surgeon.
George Stanford, - -	Purser.
John Franklin, - -	Boatswain.
William Thomas, - -	Gunner.
James Jurd, - - -	Carpenter.

A.D.

1797

NEWFOUNDLAND*.

The Squadron on this station was commanded by the Hon. Vice-Admiral Waldgrave, whose judicious arrangement of his cruizers protected the trade and fishery against any annoyance from the enemy's privateers.

LEEWARD ISLANDS†.

Rear-Admiral Henry Hervey, in conjunction with Lieutenant-General Sir Ralph Abercromby, determined on the reduction of Trinidad. For this purpose on the 12th of February the troops destined for the expedition were embarked on board the ships of war and transports, and sailed from Fort Royal bay, Martinique. On the 14th the squadron arrived at the island of Cariacou, one of the Grenadines, where they were joined by the rest of the ships of war and transports which had been ordered to rendezvous at that place. The next day the fleet proceeded to its destination; on the 16th it came within sight of Trinidad and stood towards the Gulph of Peria. At half past three in the afternoon the Spanish squadron was discovered at anchor in Shagaramus bay, consisting of four sail of the line and one frigate, under the flag of a rear-admiral‡. As the day was far advanced before the fleet approached the bay, and the enemy appeared in force in Gasparaux island; the admiral ordered the *Arethusa*, *Thorn*, and *Zebra* to proceed a little further up the gulph, and anchor with all the transports, while the *Alarm*, *Favorite*, and *Victorieuse* were directed to continue under sail during the night to prevent any vessels sailing from Port Espagne. Just before dark the admiral anchored with the ships of the line, in order of battle, opposite the enemy's squadron, within random shot of their ships and batteries. At two o'clock in the morning of the 17th the Spanish squadron was discovered to be on fire, and all of them were consumed excepting one, which, at day light, was brought out by the boats of the fleet without receiving any damage.

General Abercromby immediately landed with a large body of troops; the superintendence of this service was en-

* Appendix, Chap. II. No. 349.

† Appendix, Chap. II. No. 350.

‡ Appendix, Chap. II. No. 351.

trusted to Captain Woolley, of the *Arethusa*, covered by the *Favorite* sloop, and took possession of the town without opposition. On the next day the governor desired to capitulate for the whole island; the articles were agreed to, and in the evening the Spanish troops laid down their arms, and the whole colony submitted to his Britannic Majesty.

The success which had attended the British arms at Trinidad, induced Rear Admiral Harvey and General Abercromby to attempt the reduction also of Porto Rico; and having made every necessary arrangement for the security of Trinidad, they proceeded with the greater part of the fleet and army to this island. On the 17th of April they made the island of Porto Rico, and came to anchor at Congrejos Point.* The next morning the troops were disembarked in a small bay on the north side of the island, meeting with little opposition from about 100 of the enemy, who soon retired. On approaching the town, however, it was found too strongly fortified, and too actively defended by gun boats and other craft, to admit of any hope of success. After bombarding the town for some days, and endeavouring to destroy a large magazine which was situated near it, but without any visible effect, on the 30th the General gave up the enterprize, re-embarked his troops, and retired with the loss of about 200 men.

On the 15th of August the Alexandrian schooner, of six guns and 20 men, a tender to the *Prince of Wales*, commanded by Lieutenant William Wood Senhouse, being on a cruize off Martinique, fell in with, and after a smart action captured *La Cocq* French privateer of six guns and 34 men, two of whom were killed, and five wounded. On the same evening the Alexandrian attacked another schooner of greater force, in a running fight, which escaped from the darkness of the night.

On the 4th of October Lieutenant Senhouse, on his passage to Barbadoes from Demarary, where he had been to deliver dispatches to the governor, fell in with a French schooner privateer, which he engaged for fifty minutes, when she struck, and proved to be *L'Erpietaris*, of eight guns and 74 men, four of whom were killed, and twelve severely wounded. The Alexandrian had one man killed and four wounded.

* Appendix, Chap. II. No. 352.

A.D. 1797 *The following account of the dreadful catastrophe of the ship Thomas, of Liverpool, is copied from a Barbadoes Paper of the 14th of October.*

“ On Tuesday afternoon last drifted on shore on the north east part of this island, a boat with two men and a boy.

“ Of all human sufferings, few, if any, can exceed what these miserable ill-fated mortals experienced; nor can dangers equal what they encountered, at the recital of which our blood freezes; and our feelings cannot but be deeply distressed at the relation of such a scene of human misery.

“ These are part of the crew belonging to the ship Thomas, M^cQuay, of Liverpool, on his middle voyage from the coast of Africa to this island. From that coast being infested with French privateers, Captain M^cQuay had taught his male slaves the use of arms, in order that they should aid him to repel the attacks of the enemy, should any be made, as he had frequent skirmishes with them the last voyage. But instead of becoming auxiliaries in his defence, they took advantage of his instructions, and seizing his ammunition chest, on the 22d of September, early in the morning, about 203 of them appeared on deck, accoutred, and fired on the crew, some of whom fell; others, in dismay, jumped overboard, who were also fired at; whilst others cut away the boat lashed to her stern, and took refuge in her by escaping through the cabin windows, leaving the captain and the rest of the crew endeavouring to quell the insurgents, by discharging such arms as are usually kept in the cabin; but upon the captain's observing that some were in the boat and about to desert the ship, he remonstrated so warmly as to induce them to return; but they perceiving that they were overpowered, and seeing no possibility of escaping the danger that awaited them, again secured the boat, and quitted the ship; of these were twelve.

“ Having fled from the fury of savage ferocity, they now became a prey to the winds and waves, to hunger and thirst; and after having suffered the horrors of these for some days, they providentially took a small turtle, whilst floating asleep on the surface of the water, which they devoured; and again being driven to distress for want of food, they soaked their shoes, and two hairy caps which were among them, in the water, which being rendered soft, each partook of them. But day after day having passed, and
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the cravings of hunger pressing hard upon them, they fell A.D. upon the horrible, dreadful expedient of eating each other; 1797 and to prevent any contention about who should become the food for others, they cast lots, when he on whom the lot fell with manly fortitude resigned his life, with the persuasion of his body becoming the means of existence to his companions in distress, but solicited that he might be bled to death, (the surgeon being with them, and having his case of instruments in his pocket when he left the ship.)

“ No sooner had the fatal instrument touched the vein, than the operator applied his parched lips, and drank of the blood that flowed; whilst the rest anxiously watched his departing breath, that they might satisfy the hunger that gnawed them. Those that glutted themselves with human flesh and human gore, and whose stomachs retained the unnatural food, soon perished with raging insanity, from putrefaction, as we conceive, superseding digestion. Thus the dreary prospect became the more so to the survivors, from seeing their fellow companions expire before them, from the very cause that ravenous hunger impelled them to imagine would give them existence. Those that remained attribute the preservation of their lives to having rejected following the example of their fellow sufferers. Indeed, they assert having refused risking their lives to the chance of a straw; but the majority having determined it, they could not refuse.

“ On Tuesday morning the 10th instant, (being the 38th day,) the lonely travellers descried the shore; but having no helm to guide the boat, despair took possession of their almost exhausted spirits; and, being hopeless, resigned themselves to death. That Providence, however, without whose knowledge a sparrow does not fall to the ground, and whose gracious interposition in favour of the two has been apparent, became their helm and guide, and directed them to the shore; which, when having approached, worn out nature could scarcely permit them to leave the boat and embrace the earth so fervently wished for; the boy having fallen into the surf, and unable to make an effort, was drowned.

“ The two men exerting their little strength, crawled on their bellies to the mouth of Joes river, where they slacked their thirst; and being discovered by a Mr. Mascoll,

A.D. coll, he hospitably gave them that assistance which humanity dictates, and such extreme distress required.

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JAMAICA.*

The cruizers on this station, under the command of Vice Admiral Sir Hyde Parker, were extremely active, vigilant, and successful; by which a great number of the enemy's privateers, and merchant vessels were taken and destroyed, and the British trade protected.

On the 3d of March Captain Mends, in the Diligence sloop of 16 guns, being on a cruize off the Pan of Matanzas, fell in with La Nativetas, a Spanish ship of 500 tons, mounting 16 guns, and 50 men, which she captured after an action of three quarters of an hour.

On the 22d of the same month Captain Pigot, in the Hermione of 32 guns, being off the west end of Porto Rico, discovered several small vessels at anchor in shore; upon which he stood in and anchored within half a mile of them, abreast of a battery, which he soon silenced; the boats of the ship were instantly dispatched, under the directions of Lieutenants Reid and Douglas, who brought all the vessels out excepting two, which were sunk. The following day Captain Pigot sent Lieutenant Reid to dismantle the battery, and destroy the remaining vessels in number fifteen, which could not be brought off; which he completely effected without loss.

On the night of the 6th of April, Captain Ricketts dispatched the boats of the Magicienne and Regulus into the harbour of Cape Roxo, where they captured, sunk, and burnt thirteen sail of square rigged vessels and schooners, the whole which were in the port, and destroyed two batteries of two guns each, six and four pounders, at the entrance and head of the harbour, without the loss of a man.

On the 15th Captain Ogilvy, in the Thunderer of 74 guns, in company with the Valiant, Captain Crawly, drove on shore about four miles to windward of Jean Rabel, the French frigate L'Hermione, of 44 guns; the crew escaped to the shore, after having set fire to the frigate, and in a short time she blew up.

On the night of the 21st, Captain Pigot, in the Her-

* Appendix, Chap. II. No. 353.

ermione, with the Mermaid, Quebec, and Penelope cutter, being off Jean Rabel, determined to attempt with the boats of the ships to surprize and bring off the vessels which were in that port. The enterprize was projected with much judgment, and executed with such gallantry by the officers and men employed, that it met with complete success, bringing off nine vessels, most of which were Americans, that had been taken by French privateers, in defiance of a heavy fire of cannon and musketry from the enemy's batteries, without a man being hurt.

On the 23d, Captain Ricketts, in the *Magicienne*, in company with the *Regulus* and *Fortune* schooner, upon doubling Cape Tiberoon, discovered a privateer sloop and four schooners at anchor in Carcasse Bay, which convinced him that the posts of Irois were attacked. As no time was to be lost in endeavouring to counteract the views of the enemy, Captain Ricketts stood in, anchored, and commenced a heavy cannonade with such success, that in a short time the enemy abandoned the fort and fled into the mountains, leaving in the possession of the victors their field pieces, ammunition, provisions, and vessels laden with necessaries for carrying on the siege. This attack was attended with the loss of four men killed; a master's mate and ten wounded.

On the 17th of September a very gallant action was fought off Cape Nicolas, by Lieutenant Thomas White,* in the *Pelican* brig of 18 guns, and a French brig privateer; when, after much manœuvring and bravery displayed on both sides for four hours, the enemy's vessel blew up abaft, and in five minutes after went down by the head. Sixty of the crew were saved by the boats of the *Pelican*, from whom they learnt that she was *La Trompeuse*, mounting 12 six pounders, and 78 men.

On the night of the 22d of September a most daring and unexampled mutiny broke out on board the *Hermione* frigate, commanded by Captain Hugh Pigot, when cruising off the west end of Porto Rico. The mutineers having secured those of the ship's company who were not in the secret of their diabolical plot, murdered the captain and officers

* One of the Lieutenants of the *Queen*, put in to act in the absence of Captain Gascoigne sick on shore.

A.D. 1797 in a most cruel and savage manner, dragging them from their beds, cutting and hacking them with tomahawks and other weapons, and thrusting many overboard whilst yet alive. It appeared on a court-martial held on some of the wretches, who were afterwards condemned and executed; that Captain Pigot hearing a noise upon deck, immediately ran out of the cabin, when being badly and repeatedly wounded, he was at length obliged to return. He had reached his cabin, and was sitting on a couch faint with the loss of blood, when four of these desperadoes entered with bayonets fixed. One by the name of Crawley* headed them. Captain Pigot, weak as he was, held out his dirk and kept them off. They seemed for a moment appalled at the sight of their commander, when Crawley exclaimed, "What, four against one, and yet afraid? Here goes then," and buried his bayonet in the body of Captain Pigot. The other wretches followed his example, who, with their bayonets, thrust him through the port; and, shocking to relate, he was heard to speak as he went astern. The mutineers carried the ship into La Guira; and, notwithstanding the remonstrances of Rear Admiral Harvey, who represented to the Spanish governor the dreadful effects that might arise from encouraging such a proceeding, he fitted out the *Hermione*, and sent her to cruize against the British. She was however afterwards retaken, as will be seen hereafter.

A List of the Officers murdered by the mutineers of the Hermione.

Hugh Pigot,	Captain.
Sprigs,	} Lieutenants,
Douglas,	
Fanshaw,	
Percey,	- Purser
Dr. Sansom,	
Manning,	Captain's clerk.
Smith,	- Midshipman.
Marter,	- Boatswain.
	Lieutenant of Marines.

On the 27th of December Captain William Henry Ricketts, in the *Magicienne*, in company with the *Regulus*

* He has since been executed, with several others.

and Diligence brig took from under the protection of the forts in Guadilla bay, in the island of Porto Rico, after a cannonade of one hour and a half, Le Brutus privateer of 9 guns, a ship, three brigs, and a schooner. In performing this service five men were wounded on board the Magicienne and one belonging to the Diligence. A.D. 1797

CAPE OF GOOD HOPE AND EAST INDIES*.

Rear-Admiral Pringle employed his ships chiefly off the Mauritius and adjacent islands, keeping a strict look out on the enemy's cruizers, and afforded every necessary protection to the trade.

Nothing of any importance occurred until the month of October, when the baneful spirit of mutiny and disaffection which had so much shaken the discipline of the Navy in Europe broke out on board the fleet at the Cape. It first made its appearance on board the Tremendous, the crew of which ship rose upon the officers, and having confined them, threatened to bring Captain Stephens to a court-martial, composed of members chosen from among the delegates; for in this instance they followed the steps of their mutinous brethren. The charges which they exhibited against him were for cruelty and misconduct on board the ship as commander.

The mutineers having been brought to a sense of their improper conduct, and granted a pardon, returned to their duty and obedience; but Captain Stephens, considering the attack made upon him unfounded and highly prejudicial to his honour and character as an officer, demanded of the commander in chief a court-martial, to inquire into his conduct on the charges exhibited against him by the ship's company of the Tremendous. It was accordingly granted and held on board the Sceptre in Table Bay. In the course of the evidence against him, one of the witnesses appeared drunk, and prevaricated in his testimony so much, that the President ordered the court to be cleared. After some deliberation, it was agreed that this man's evidence should be deferred till the next day, and that no notice should be then taken of his improper conduct.

The next morning he was brought up to continue his evidence, when the President gave him a severe reprimand for coming before the court drunk the preceding day, but excused him from any punishment. On this another sailor,

* Appendix, Chap. II. No. 354 and No. 355.

A. D. 1797 by the name of Jackson, who had been a ringleader in the mutiny, called out in court, assuming to himself at the same time a great deal of consequence, "Why Jack I don't think you were drunk, were you? I see no reason why you should be reprimanded."

This insolent and contemptuous behaviour to the court was for the present passed over as Jackson was to be the next called as evidence against Captain Stephens.

Having finished his examination, the court ordered him to be taken into custody, and that he should be imprisoned one month, for which purpose a boat was ordered to carry him on shore.

The whole evidence having been heard as well as the defence made by Captain Stephens, and nothing in the smallest degree appearing to criminate him, but that he had acted like a steady and good officer, he was honourably acquitted.

The court-martial had not long been dissolved before symptoms of mutiny began again to make their appearance on board the Sceptre and some other ships, which soon broke out into the most violent acts of disobedience, and subversion of all discipline. A council was immediately held on shore, wherein it was wisely determined by Lord Macartney, the governor, Admiral Pringle, and General Dundas, to use force and the most decisive measures for quelling it, and bringing the ringleaders to punishment. All the batteries were instantly manned, and upwards of 100 pieces of cannon were loaded and pointed at the Tremendous, the admiral's ship, on board of which the mutiny was at the greatest height; the furnaces were heated, and red-hot balls prepared to fire upon her as she lay at anchor off the Amsterdam battery, if the mutineers should refuse to deliver up the delegates, with the ringleaders, and not return to obedience.

A proclamation was issued at seven o'clock in the morning, and only two hours allowed for the mutineers to deliberate whether they would accept the terms offered. Ten minutes before the expiration of the time granted, the mutineers finding that it was positively determined to sink the Tremendous, in case of refusal, hoisted on board of that ship the flag of submission, which was immediately followed by all the others. The delegates were given up, many of whom were executed, others severely flogged, and good order and discipline once more restored on board the fleet.

Captain

Captain Edward Pakenham being on a cruize in the Straits of Bonda, in the *Resistance*, sent lieutenant Oakes to seize a vessel lying at some distance; which he accomplished, and imprudently allowed the Malays or Boorgeese to remain at large about the vessel with their arms; the boatswain who was with Lieutenant Oakes, represented to him the propriety of disarming them; but unfortunately not suspecting any treachery, he would not acquiesce. In the evening, a report was made to him that the head Boorgeese had put to death one of the seamen. Attributing this to accident, or some improper conduct on the part of the sailor; he went to enquire personally into the affair; but had no sooner approached the head Boorgeese, than the fellow creesed him also, and he fell dead at his feet. The boatswain who was by, cut the fellow's leg off with his hanger; but before he dropped, he struck the boatswain near the shoulder, and wounded him desperately. The English incensed at the unmerited death of their commander, and the probable loss of the boatswain, cut to pieces every Boorgeese that had not time to jump over board, and effect their safety by swimming.

Account of the Mutiny on board the Lady Shore Convict-ship, bound to New South Wales.

" On the 1st of August, 1797, about 4 o'clock A.M. the French emigrants, and a number of deserters (sent on board the *Lady Shore*) bound to New Holland, assisted by the seamen, revolted and took possession of the ship, guns, small arms, and the arm chest. Mr. Lambert, chief-mate, whose watch was upon deck, having observed them for some time loading their muskets at the main hatch-way, without alarming the captain or officers commanding the troops, imprudently went into the cabin, loaded his pistols, and discharging one of them, shot a Frenchman named De la Hay; the mutineers immediately shot Mr. Lambert dead on the spot. As Captain Wilson, hearing a noise, was coming out of his cabin, he was stabbed in the right side of his neck and in his left breast, which made him to fall down the companion ladder, into the great cabin, which was our apartment. By this time the revolvers had the entire possession of the ship, stationing sentries at every hatch-way, with their arms loaded, pointing

A.D. 1797 ing two guns down the main hatch-way, loaded with grape shot and broken bottles; also two guns on the fore-castle pointed aft, loaded in the same manner; laying on gratings at every hatchway, to stop any one from coming upon deck.

“ About 8 o'clock, A. M. the chiefs and several others came down below into the great cabin, and demanded our fire-arms, which were given them; at the same time Adjutant Minchin gave orders to the serjeants to deliver up what arms and what ammunition they had amongst them, and desired them not to make any resistance. Adjutant M. gave his word and honour that no resistance should be made on his part, or any of his people against them. Serjeant Hughes informed Adjutant M. he had about 28 stand of arms, and about 34 or 40 rounds of ball cartridges, which Adjutant M. ordered him to deliver up.

“ They informed us, that in a few days they meant to give us the long-boat and send us away, which they performed on the 15th day, at 8 o'clock, P. M.; distance about 100 leagues off the land, at the entrance of the river De la Plata, in the latitude of Cape St. Mary, sending in the long boat, 29 persons, men, women, and children, the youngest child not five weeks old. After meeting with very tempestuous weather and heavy seas, in 48 hours, we arrived at a Portuguese settlement, called Port Saint Pedros, Rio Grande, where we were received by the governor and inhabitants in a very humane manner. On our first arrival at Port Saint Pedros, Adjutant Minchin of his own accord, allowed James George Semple Lisle, who was a convict on board, to make out a report to the governor, that he, the said Semple was a major in the Dutch cavalry, and Adjutant M. sanctioned him in it. Some few days after, the officer at whose house I was quartered, asked me the reason why the said major had not his uniform, belt, breast plate, sash, &c. as well as Adjutant Minchin and myself? I not wishing to deceive the officer, informed him he never had any, and that he was nothing but a convict, and was sent out for seven years transportation.

“ The governor was informed what I had reported, and acquainted Semple with it, who went to Minchin's quarters, and asked his advice what he should do in the business? Minchin advised him to seek and run me through, and there would be nothing more said about his character.

Minchin

Minchin being very intimate with Semple, went next A.D. morning, in company with him, to the governor's, carrying a parcel of papers belonging to him, one of them said to be a Dutch commission in the cavalry, and what I had reported was an infamous lie; and he, the said Minchin, hoped the governor would chastise me; Minchin took Semple's advice in every thing, and always kept him company. 1797

On the 23d of September, 1797, we were embarked on board small craft for Rio de Janeiro. Semple, Mr. Black, and Michael Richards, a boy, made interest to go by land to St. Catharines. We arrived at Janeiro on the 23d of October, some time after the above-mentioned people had reached that settlement from St. Catherine's on board the Portuguese men of war. Semple was on board the admiral's ship, Signor Antrine Janeiro's; Mr. Black on board a 64 gun ship, commanded by one Thompson an Englishman. On board the admiral's ship was another Englishman, named Philip Anvorn, a lieutenant in our service, but rank of major-general in the Portuguese service,) who I am sorry to say, paid every attention to Semple, supplying him with cash, and introducing him to the first company in Rio Janeiro. Although I had applied to him in person for assistance, and to use his interest for us to be better treated than what we were, he knowing our unfortunate situation, many days without subsistence, actually in a state of starvation; the allowance from the viceroy being only twelve venteens about $13\frac{1}{2}$ d. sterling, per day, for fifty days, and that was actually stopped from all of us, for four or five days, except Drummond, without our having a morsel of bread to eat.

On the 23d of January, 1798, we were embarked on board the different Brazil merchantmen, for St. Salvadore's and Lisbon; and arrived at St. Salvadores the 5th of April, being very ill-treated on board the merchantmen, having nothing to eat but stinking salt beef, casada roots, and horse beans. We represented our ill-treatment to Francisco Paulo de Sait, Admiral, and commanding our convoy, who took no notice of it. We staid at St. Salvadore two months, receiving no subsistence either from the governor or commodore. On board the ship with myself was Lieutenant Drummond; on our coming out of the Bay of All Saints, we unfortunately carried away our rudder, and

A.D. 1797 were obliged to return to refit; when on applying to the governor for a passage in the second convoy, he kindly ordered us on board the frigate Charlotte, the commodore of the convoy, where, we cannot say with truth, we were treated like gentlemen. On our going into the Tagus we got a-ground on the bar of Lisbon; but in twenty-four hours we happily got off, by the assistance of the Almighty, and not by the good management of the Portuguese.

Witness my hand this 1st of September, 1798,

William Prater, Ensign N. S. W.
Corps of Foot.*

1798

Supplies granted by parliament.

For the maintenance of 120,000 men, including 20,000 marines and ordnance for sea ordnance	}	l.	s.	d.
Wear and tear of ships in which they are to serve,				
Expence of the transport service, and for maintenance of prisoners of war in health	}	l.	s.	d.
Ordinary, including half-pay to sea and marine officers				
Building and repairs of ships, and other extra work	}	l.	s.	d.
		£	13,449,388	19 7
Total		£	35,028,798	4 10

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
Portsmouth,			
Sir P. Parker, Bt. Ad. of the White,		R. William	84
Plymouth,			
Sir Richard King, Bt. Admiral of the Blue,		} Cambridge	84

* In the month of December, 1799, Jean Revot who murdered the captain of the Lady Jane Shore, was tried at the Old Bailey; fully convicted of the offence, sentenced to be hanged, and executed.

Downs,

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Downs,
J. Peyton, Esq. Admiral of the Blue, Overysfel 64

Nore,
S. Lutwidge, Esq. Vice Ad. of the Blue, Zealand 64

Cork,
R. Kingsmill, Esq. Vice Ad. of the Red, no particular ship.

Channel Fleet,

Lord Bridport, Ad. of the White, R. George 110

Sir A. Gardner, Bt. V. Ad. of the White, R. Sovereign 110

Sir C. Thompson, Bt. Vice Ad. of the } Formidable 98
Blue, - - -

Sir Roger Curtis, Bt. Rear Ad. of the Red, Prince 98

Lord H. Seymour, Rear Ad. of the White, Sans Pareil 80

North Sea,

Lord Duncan, Admiral of the Blue, Kent 74

Sir R. Onslow, Bt. Vice Ad. of the Red, Monarch 74

Fitting for Foreign Service,

Sir J. Colpoys, K. B. Vice Ad. of the } Northumber-
Blue, - - - } land - 74

Mediterranean,

Earl St. Vincent. Admiral of the Blue, Ville de Paris 110

Lord Keith, Vice Ad. of the Blue, Foudroyant 80

Sir W. Parker, Bt. Rear Ad. of the Red, Prince George 98

Sir J. Orde, Bt. Rear Ad. of the White, Princess Royal 98

Sir H. Nelson, K. B. Rear Ad. of the Blue, Vanguard 74

T. Lenox Frederick, Esq. Rear Ad. of } Blenheim 90
the Blue - - -

North America,

G. Vandeput, Esq. V. Ad. of the White, Resolution 74

Newfoundland,

Hon. W. Waldgrave, V. Ad. of the Blue, Agincourt 64

Leeward Islands.

H. Hervey, Esq. Rear Ad. of the Red, P. of Wales 98

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Jamaica,

1798

Sir H. Parker, Knt. Vice Ad. of the Red,	Queen	98
R. R. Bligh, Esq. Rear Ad. of the Red,	Brunswick	74

Cape of Good Hope,

T. Pringle, Esq. Rear Ad. of the Red,	Tremendous	74
Sir Hugh C. Christian, K. B. Rear } Admiral of the White	Virginia	44

East-Indies,

P. Rainier, Esq. Rear Ad. of the White,	Suffolk	74
J. Blankett, Esq. Commodore.	Leopard	50

Vice Admiral Sir Charles Thompson shifted his flag to the Queen Charlotte; Vice Admiral Vandeput to the Asia; Rear Admiral Pringle returned to England; and Sir H. C. Christian hoisted his flag on board the Tremendous. Rear Admiral Frederick returned to England and struck his flag.

Rear Admiral Charles Maurice Pole first captain to the Channel fleet.

In November the orders for fitting the Northumberland were countermanded. In the same month Lord Keith hoisted his flag on board the Foudroyant, and sailed for the Mediterranean.

On the 9th of April Rear Admiral Sir Horatio Nelson sailed in the Vanguard from St. Helens, having under his escort the convoy for Lisbon and the Mediterranean.

Rear Admiral Sir Roger Curtis, on his return from off Lisbon, joined the fleet under Earl St. Vincent.

Rear Admiral Sir John Orde returned to England.

On the 26th of May a bill was passed for the more speedily and effectually manning of the navy. The purport of this bill was to suspend all protections for one month in the coaltrade; and five months in other cases.

In the month of January it was agreed between Great Britain and France, that the prisoners of each should be maintained at the costs of their respective countries; each sending an agent to superintend the furnishing them with provisions, the markets to be opened to the agents residing therein. The prisoners in both were likewise to be confined in two or three places of general rendezvous, instead of being scattered over the country. The agent appointed by Great Britain was Captain James Cotes, of the navy, with

with a salary of a 1000l per annum; on the part of France A.D.
M. Niou. 1798

The French prisoners were confined at the following places in Great Britain.

At Portsmouth, -	10,576	Edinburgh, -	736
Plymouth, -	8,398	Chatham, -	1,298
Norman Cross, -	4,027	Stapleton, -	4,121
Liverpool, -	4,009		
Total, 30,265			

Officers (Prisoners) on Parole.

At Tiverton, -	114
Litchfield, -	66
Bishops Waltham, -	60
Peebles, -	60
300	

The British prisoners in France at this time amounted to about 2800.

On the 13th of September a cartel for the exchange of prisoners was agreed to between Great Britain and France on the following terms, viz.

1st. An exchange of prisoners of war shall immediately take place between the two countries, man for man, and rank for rank; and the French government shall begin, by sending over to England, in a French cartel vessel, a number of British prisoners, with the proportion of five officers to one hundred men; upon the arrival of whom in England, the British government shall cause an equal number of the same ranks of French prisoners to be sent, in an English cartel vessel, to France. The British government shall then cause to be sent to France, in an English cartel vessel, a number of French prisoners, with the same proportion of officers as above mentioned, for whom the French government shall return, by a French cartel vessel, the same number and ranks of British prisoners. The exchange shall be continued according to the same alternate plan, until one or other of the two governments shall think proper to put a stop thereto; and, in that case, the party so discontinuing is to return, without delay, whatever number of prisoners may appear to be against it on the balances of the exchanges that may to that time have taken place in consequence of this cartel.

A.D. 1798 2dly. In order to prevent any difficulties that might otherwise arise from the diversity of ranks of officers in the service of the two countries, it is hereby agreed, that the table hereunto annexed, or corresponding ranks in the English and French services, shall uniformly be attended to by both parties; and that officers on either side, of ranks of which there shall be no corresponding officer or officers in possession of the other power, shall be exchanged for their equivalent, according to the scale of value in men specified in the said table.

3d. All the prisoners on both sides to be exchanged by this cartel, shall be selected according to their ranks, by the respective agents of the countries to which they belong, residing at Paris or in London, without any interference whatever on the part of the government in whose possession they may be.

4th. It being stipulated that the British prisoners shall be sent to England in French vessels, and the French prisoners conveyed to France in British vessels, it is hereby agreed that the whole expence attending such vessels shall be defrayed by the respective countries by which they may be employed; and that the prisoners during their passage shall be furnished with the following daily allowances. viz.

British Prisoners.

Bread,	-	1lb.
Beef,	-	1lb.
Beer 2 quarts, or wine 1 quart.		

French Prisoners

Bread,	-	1½lb.
Beef,	-	¾lb.
Beer 2 quarts.		

A table of which allowances is to be affixed to the mast of each cartel vessel.

5th. All prisoners on both sides, not being officers, who, from wounds, age, or infirmities, are rendered incapable of further service; and also all boys under twelve years of age. shall be forthwith returned to their respective countries, without regard to their numbers or equality of exchange; but the selection of persons of the descriptions mentioned in this article, is to be left entirely to the agents and surgeons of the government of the country in which they are detained.

6th

6th. All surgeons, surgeons-mates, purfers, (or aids-
 commissaries) purfers stewards, (or commis aux vivres) 1798
 secretaries, chaplains, and schoolmasters (being the classes
 comprehended under the denomination of non-combattants,
 and also passengers not of the sea or land service, in what-
 ever ship taken), shall not be considered as prisoners; but
 shall be immediately set at liberty, to return to their re-
 spective countries, without being placed to the account of
 exchange.

7th. All officers bearing authentic commissions in the
 land service, and those belonging to the sea service, of the
 following ranks, viz.

Admirals.
 Vice Admirals.
 Rear Admirals.
 Commodores.
 Captains.
 Lieutenants.
 Ensigns.
 Masters.
 Mates, (or Pilots.)
 Midshipmen, (or Assistants.)

and also masters, and mates, or second captains of mer-
 chant vessels exceeding the burthen of 80 tons, together
 with the captain, and in the proportion of three other offi-
 cers to each hundred men, of privateers of 14 carriage
 guns and upwards, shall either be permitted to return to
 their respective countries, on parole not to serve until regu-
 larly exchanged; or shall have the usual indulgence of
 parole granted to them in the country in which they are
 detained. And, it is agreed, that whatever officers may
 by virtue of this article return to their respective countries,
 shall be suffered to depart from their present places of con-
 finement, to Dover, or Garvelines, as soon as conveniently
 may be after the signing of the present cartel; and also,
 that all officers, residing on parole in their own countries
 shall signify to the agent of the country to which they are
 prisoners their respective places of residence, which they
 are on no account to change, without first intimating their
 intention to the said agent; and they are, moreover, at the
 at the expiration of every two months, to transmit to the
 said agent, a certificate of the particular places where they
 may

A.D. 1798 may reside, signed by the magistrates, or municipal officers of such places.

8th. The settlement of the balance now existing on the account of such exchanges of prisoners of war of both countries, to have taken place from the commencement of hostilities, to the day of the date hereof, shall be deferred until the termination of the present war; but it is clearly understood, that all officers on both sides, who have been released, and permitted to return to their respective countries on parole, since the commencement of the war, and who have not hitherto been regularly exchanged, are not to serve in any capacity; either civil or military, until they shall have been duly exchanged, for prisoners of equal ranks, according to their original engagements.

Done at the Transport Office, London,
the 13th of September, 1798.

RUPERT GEORGE,
AMBROSE SERLE,
JOHN SCHANK,
JOHN MARSH.

Table of the corresponding Ranks in the English and French Service, with their value in Men.

RANKS IN THE NAVY.

<i>French.</i>	<i>English.</i>	<i>Value in men.</i>
Vice-admiral, commanding in chief, having the temporary rank of admiral.	Admiral commanding in chief.	60
Vice-admiral.	Admiral carrying his flag at the main. Vice-admiral.	40
Rear-admiral.	Rear-admiral.	30
Chief of a Squadron.	Commodore.	20
		Captain

<i>French.</i>	<i>English.</i>	<i>Value in men.</i>	<i>A.D. 1798</i>
Captain of a ship of the line.	Post captain of three years standing, whose rank answers to that of colonel; ditto having the rank of lieutenant-colonel.	15	
Captain of a frigate.	Masters and commanders, or captains not post, having rank as major, amongst whom are included captains of fire ships, who are masters and commanders.	8	
Lieutenant of a ship of the line.	Lieutenant without distinction.	6	
Ensign of a ship of the line.	Lieutenant when all the French shall be exchanged, and in default of English lieutenants midshipmen.	4	
Midshipman, master of a merchant vessel, and captain of a privateer.	Midshipman, master of a merchant vessel, and captain of a privateer.	3	
Lieutenant of a merchant vessel, or privateer, and all petty officers.	Mates, and all petty officers.	2	
Seamen, volunteers, and others being considered as common seamen.	Seamen, volunteers, and others, being considered as common seamen.	1	

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RANKS IN THE LAND SERVICE.

<i>French.</i>	<i>English.</i>	<i>Value in men.</i>
General of division } commanding in chief. }	Captain - general, field-marshal. or }	60
General of division.	General.	40
General of brigade	Lieutenant-general.	30
Inferior to the preceding	Major-general.	20
Superior to the following		
Chief of brigade.	Brigadier-general.	15
Chief of battalion or } squadron. }	Colonel. }	8
Captain.	Captain.	6
Lieutenant.	Lieutenant.	4
Sans Lieutenant.	Ensign.	3
Non-commissioned officers down to the rank of corporal inclusive. }	Non-commissioned officers down to the rank of corporal inclusive. }	2
Soldiers.	Soldiers.	1

RUPERT GEORGE,
AMBROSE SERLE,
JOHN SCHANK,
JOHN MARSH,
— NIOU.

A list of the French prisoners in Great Britain with the number of prisoners confined in each prison at the time above articles were agreed to. See page 85.

British prisoners in France, about 4000.

A decree having been published by the French Directory, declaring that all persons, natives of or originally belonging to neutral countries, or countries in alliance with France, who may form a part of the crews of any of the king's ships of war, or any British vessels, shall be considered and treated as pirates. In consequence of which his Majesty, on the 20th of November, directed it to be signified to the commissary for the French prisoners in Great Britain, that if

if this decree shall, in any instance, be carried into effect against any such persons taken in any vessels the property of his Majesty, or of his Majesty's subjects, and navigated under the British flag, it is his Majesty's determination to exercise the most vigorous retaliation against the subjects of the French Republic, whom the chance of war has now placed, or may hereafter place at the king's disposal.

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In the spring a corps of Sea Fencibles was raised on a plan proposed to the admiralty by Captain (now Sir Home Riggs) Popham, to be composed of the fishermen, and seamen employed in coasters, and other men employed on the water in the different harbours, rivers, and creeks along the coast. These men were to be trained to the use of the pike, and exercised at great guns if any where in the district. A post captain and a certain number of commanders, according to the extent of the district were appointed to command them. The pay and allowance to the post captain was one pound ten shillings per day, and five shillings for a clerk, stationary, and travelling; the commanders twenty shillings per day and an allowance of one shilling and ninepence more for contingencies. The men are granted protections from the captains of the district and at each muster or exercise receive one shilling each. The following are the counties on the coast of which the sea fencibles are raised, with a tolerable accurate statement of the numbers in each, viz.

A List

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A List of the Number of Sea-Fencibles, raised in each Maritime County, and the Officers appointed to command them, with their Places of Residence, March, 1798.

<i>Post Captains.</i>	<i>Commanders.</i>	<i>District.</i>	<i>Residence.</i>
Hon. George Berkeley,	{ John Whitby, Andrew Sproule, James Brisbane,	{ From Emsworth to Beachy- head.	{ Bogner.*
Home Riggs Popham,	{ E. H. Columbine, F. H. Coffin, James Noble,	{ From Beachyhead to Deal.	{ Rye.
Thomas Hamilton,	{ Richard Rudsdall, J. L. Popham,	{ From Deal to Feversham,	{ Margate.
Eliab Harvey,	{ Thomas Miles, George Harrison,	{ From Leigh to Harwich,	{ Malden.†
William Edge,	{ Edward Killwick, H. E. R. Baker,	{ From Harwich to Yarmouth,	{ Southvold.
Walter Lock,	Henry Hill,	Isle of Wight,	Brading.

On

* Changed to Chichester, afterwards to Winchester.

† Changed to Colchester.

On the 3d, of April, the Sea-Fencibles were further extended, and the following officers appointed to command them.

<i>Post Captains.</i>	<i>Commanders.</i>	<i>District.</i>	<i>Residence.</i>
Arthur Philip,	{ Thomas Dalby, James Seward,	{ Coast of Hampshire,	{ Limington.
Nicholas Ingram,	{ Henry Felling, Richard Prater,	{ Coast of Dorsetshire,	{ Weymouth.
Edward Bullen,	{ John Marsh, J. T. Michell,	{ Coast of Devonshire,	{ Dartmouth.
Arthur Kempe,	{ William Smith, (1) William Burgefs,	{ Southern coast of Cornwall, from Plymouth to the Lands-End,	{ Fowey.
On the 14th of May.			
Edward Edwards,	{ John Shortland, Robert Mansell,	{ Between Salt-fleet and Flam- borough-head,	{ Hull.

Captain

A.D. 1798 Captain Cromwell was appointed to command on the coast of Suffex, from Emsworth to Beechy Head, vice George Berkeley promoted to his flag, 1800; and in 1801, William O'B. Drury, vice Cromwell promoted; J. Aylmer from Beachy Head to Deal, vice H. R. Popham; Hon. William Shields, vice Aylmer.

In 1800, Edward O'Brien to command on the coast of Essex, vice Eliab Harvey, appointed Captain of the Triumph. In 1801, Isaac Schomberg, vice O'Brien removed to Hampshire, vice Arthur Philip promoted to his flag.

In 1800, Henry Edwin Stanhope, vice Edward Buller appointed to command the Edgar. In 1801, James Keener, vice Stanhope promoted to his flag.

In 1801, Hon. Charles Carpenter, vice Edward Edwards promoted to his flag.

In 1800, Richard Boger, vice Arthur Kempe promoted to his flag.

Total Number of Men raised on each Coast.

Suffex	-	-	814
Hampshire	-	-	379
Isle of Wight	-	-	579
Devonshre	-	-	1268
Dorsetshire	-	-	734
Kent	-	-	389
Essex	-	-	1205
Suffolk	-	-	1142
Cornwall	-	-	1143
Yorkshire	-	-	

OCCURRENCES AT AND NEAR HOME.*

On the 1st of January, the court-martial which had been sitting on board the Circe frigate, in the river Medway, from the 4th of December last, to try Captain John Williamson, late of his Majesty's ship Agincourt, upon charges exhibited against him by Captain Thomas Hopper of the marines, for his conduct in the action of the 11th of October last; the court having heard the evidence on the

* Appendix, Chap. II. No, 356. Channel-fleet, with those employed in the North Sea. coast of Ireland, cruisers, &c.

part of the prosecution, and the defence, together with all the evidence the prisoner chose to bring forward; and after having weighed the whole maturely and deliberately, are of opinion, that the charges of cowardice and disaffection have not been proved against the said Captain Williamson. That the other charges have been proved in part, therefore the court pronounces the following sentence.

“ That the said Captain John Williamson be put at the bottom of the list of post captains, and be rendered incapable of ever serving on board any of his Majesty's ships.”

“ Signed,

JOHN MANLEY,
ROBERT PARR,
JOHN SMITH,
THOMAS BERTIE,
WILLIAM HEYWOOD,
SOL. FERRIS,
DOUGLAS,
PEARD,
H. INMAN,
J. LAWFORD.”

On the 5th, Captain Robert Carthew Reynolds, in *La Pomone*, being on a cruise off *Ushant*, at 11 o'clock at night, came up with a large ship, which being deceived in the strength of *La Pomone*, had the temerity to exchange several broadsides with her, before she surrendered. Captain Reynolds had scarcely taken possession of the prize and shifted the prisoners; when it was found that she had received so much damage, as to make it necessary for him to take his people on board again, and in a few minutes she sunk. She proved to be *La Cheri*, mounting 26 guns, and manned with 230 men, of whom 12 were killed, her commander *Monf. Chassin*, and 21 wounded, who with two others died the following day. *La Pomone* had one man killed and four wounded; her masts and rigging so much disabled, that Captain Reynolds was under the necessity of returning to *Falmouth* to refit.

On the 8th, *Charles Crawley* and *Joseph Robinson*, two seamen, belonging to the *Van Trump*, were executed at *Spithead*, for mutiny on board that ship, when on her passage from the *Cape of Good Hope*.

On

A.D. 1798 On the 11th, the *Cerberus* of 32 guns, Captain James Drew, anchored in Cawsand Bay from Cork, the wind then blowing strong from the S. W. with a heavy sea. In the afternoon, the gale having abated, Captain Drew being anxious to deliver his dispatches to the port admiral, left the ship, in his boat, accompanied by Captain James King Pulling, late of the *Penguin* sloop on the Irish station, who came passenger in the *Cerberus* to join the *Hindustan*, fitting out in Hamoze, which ship he was appointed to command as a post captain. Mr. James Drew, acting lieutenant, Mr. Poore and Mr. Daily, midshipmen, were also in the boat; as they were passing the bridge, a rocky shoal passage between St. Nicholas island and Mount Edgecombe, the swell of the sea being much increased by a strong ebb tide; it broke into the boat with such violence, that she instantly foundered; and out of thirteen, only two seamen were saved; these men not being able to swim, had secured each an oar, by which means they were fortunately driven to the rocks at Mount Edgecombe.

On the same day, the *Racoon* sloop of war, Captain Robert Lloyd, captured, after a short running fight, *Le Policrate*, French privateer of 16 guns, and 72 men; in which Mr. Kennedy, the master, was killed, and four men wounded.

On the 23d, Captain Graham Moore, in the *Melampus* of 36 guns, being on a cruize to the westward, fell in with, and after a short, but close action, captured *La Volage*, French corvette, fitted out by the merchants of Nants, mounting 20 nine pounders, 2 eighteen pounders, 195 men, commanded by M. Desagenaux, captain of a frigate, she had four men killed and eight wounded. The *Melampus* two mortally wounded, and three more dangerously.

On the 25th, Vice Admiral Sir Charles Thompson sailed from St. Helen's on a cruize to the westward, with a detachment of the Channel fleet.*

On the 1st of February, a squadron of frigates sailed on a cruize, under the command of the Honourable Captain Robert Stopford.†

* Appendix, Chap. II. No. 357.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>Phaeton</i> ,	38	Hon. R. Stopford.
<i>L'Unité</i> ,	38	Cha. Rowley.
<i>La Nymph</i> ,	36	P. Frazer.
<i>Mermaid</i> ,	32	James Newman.
<i>Sylph</i> ,	16	J. C. White.

On

On the 25th Lieutenant Charles Webb, in the *Cobourg* cutter, about 16 leagues from Corunna, after a chase of nine hours, in a hard gale of wind from the N. W. and a smart running action of two hours, close alongside of the enemy, captured *La Reverche*, French privateer lugger, of 16 guns, and 62 men. In the engagement the enemy made two attempts to board the *Cobourg*, in both of which he was repulsed. Soon after, his main and mizen mast being shot away, he called for quarter, and surrendered, with the loss of seven men killed, and eight wounded. The lugger had received so much damage that she sunk; the *Cobourg* had two men wounded.

On the 8th of March the squadron cruising off *L'Isle Dieu*, under the command of Sir John Borlase Warren, intercepted a convoy of the enemy's, a part of which was captured, laden with naval stores and provisions from Rochfort, bound to Brest. On the 14th Sir John Warren anchored the squadron near Basque Road, and dispatched the boats in pursuit of some vessels which were in the *Perthus D'Antioche*; they brought out five ships and four *chasse marées*, laden with provisions.. On the 22d the squadron chased a large French frigate, which at twelve at night Captain Stopford, in the *Phaeton*, brought to action; but the enemy running into shoal water, he was obliged to haul off. She endeavoured to effect her escape into the river Garonne; in doing of which she struck upon the Olive Rocks, near the Cordovan Light-house, having previously thrown all her guns overboard.

On the 24th Captain Payne sailed with a squadron from St. Helens, to relieve Sir J. B. Warren*. After encountering much bad weather, in which several of the ships separated, and capturing a few small privateers, Captain Payne returned on the 16th of April to Spithead.

In the same month, Sir Richard John Strachan in the *Diamond*, with the *Hydra*, Capt. Sir Francis Laforey, at-

<i>* Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>L'Impetueux</i>	76	Capt. J. W. Payne
<i>Canada</i>	74	
<i>St. Fiorenzo</i>	40	Sir H. B. Neale
<i>Anson</i>	44	P. C. Durham
<i>Phaeton</i>	38	Hon. R. Stopford
<i>La Nymphe</i>	36	P. Frazer
<i>Mermaid</i>	32	John Newman
<i>Sylph (brig)</i>	16	J. C. White
<i>Cygnets (cutter)</i>	14	Lt. D. Hamline

A. D. 1798 tacked a considerable fleet of the enemy's gun-boats off Havre, attempting to effect their passage along shore to Brest, one of which he sunk after a brisk fire, and forced the remainder to take protection under the batteries, at the entrance of Havre. Sir Richard stood so close in, that the Diamond was run aground, but fortunately got off, without having sustained any material damage.

On the 4th of April the Pallas frigate, commanded by the Hon. Capt. Henry Curzon, parted her cables in a heavy gale of wind in Plymouth Sound, and drove on shore between Mount Batten and the Withy Hedge; the gale blew with such violence, attended with a tremendous sea, that no possible assistance could be afforded her; and it was for a considerable time doubtful whether any of the crew could be saved. But the ship fortunately swung round, and heeled over to the shore, by which means her people were sheltered from the breakers, and were enabled to reach the land on the ebb tide, excepting one man who was killed by the falling of the masts. The ship and a great part of the stores were entirely lost.

On the 9th of April Sir Roger Curtis sailed with a squadron from Cawsand Bay, to cruise off the coast of Ireland; and on the 12th, Admiral Lord Bridport sailed from St. Helens, to cruise off Brest*.

On the 21st Captain Alexander Hood in the Mars, was directed, by signal from Lord Bridport, to chase a strange sail seen in shore, which, on his approach, he observed to be an enemy's ship of the line, and that she was endeavouring to escape through the passage Du Raz; but the tide proving contrary, and the wind easterly, obliged her to anchor at the mouth of the passage: this afforded Captain Hood an opportunity of attacking her, which he performed in a most noble and gallant manner, laying the Mars so close alongside the enemy, as to unhinge several of the lower deck ports. In this situation a most bloody conflict commenced, and continued an hour and an half, when she surrendered. Towards the close of the battle Captain Hood received a wound in the thigh, which proved mortal; he lived to receive the joyful news of the enemy's submission, and expired covered with immortal glory.

She proved to be L'Hercule of 74 guns, and 700 men, the first time of her being at sea, from L'Orient, to join the

* Appendix, Chap. II. No. 358, and 359.

Brest fleet. The carnage on board the enemy's ship must have been dreadful, upwards of 400 men were killed and wounded; her hull on the larboard side was shockingly burnt and torn to pieces. A.D. 1798

The loss sustained by the Mars amounted to 17 killed, 5 died of their wounds, 60 wounded, and 8 missing, in all 90.

Among the slain, besides Captain Hood, were Captain Joseph White of the marines, and Mr. James Blythe, midshipman: wounded, George Argles, third lieut. though badly wounded, never quitted the deck; George Arnold Ford, fifth lieutenant, and Mr. Thomas Southey, midshipman*.

On the 5th of May, Captain Sir Sidney Smith, who had been a long time confined a close prisoner in the Temple at Paris, effected his escape in an open boat from Havre de Grace, he was picked up by the Argo frigate, Captain, J. Bowen, and landed at Portsmouth. M. Bergeret, captain of the Virginie French frigate, who had been captured by Sir Edward Pellew, was permitted by the British government, some time previous to Sir Sidney's escape, to go to France, and endeavour to negotiate an exchange between himself and that officer; but being unable to succeed, he returned to England. The object of M. Bergeret's mission being now attained, he received a letter from the Secretary of State, signifying that his Majesty was graciously pleased, considering the trouble to which he had been put, and as a mark of the satisfaction his conduct had afforded, restored to him his liberty, and permitted him to return to his country, without any restriction whatever.

* The ship's company of the Mars erected a monument in the church-yard at Stoke, near Plymouth, in memory of two of their comrades, who died at the hospital, of their wounds, with the following inscription:

“ This monument

“ To the memory of James Hinde, aged 30, and John Fitter, aged 22, seamen, who died of the wounds they received in the glorious action between the Mars 74, and L'Hercule 74, French man of war, 21st April, 1798, in defence of their king and country, is erected at the sole expence of the ship's company, as a tribute of regard for their deceased companions in arms.”

A. D. 1798 *The following singular and interesting Account of the Escape of Sir Sidney Smith, is given in a late Publication, entitled Secret Anecdotes of the 18th of Fructidor, (Sept. 4, 1797.*

When I was taken at sea, (said the gallant commodore,) I was accompanied by my Secretary, and M. Tr——, a French gentleman who had emigrated from his country; and who, it had been agreed, was to pass for my servant, in the hope of saving his life by that disguise; nor were our expectations frustrated; for John, as I called him, was lucky enough to escape all suspicion.

On my arrival in France, I was treated at first with unexampled rigour, and was told I ought to be tried under a military commission, and shot as a spy. The government, however, gave orders for my removal to Paris, where I was sent to the Abbaye, and, together with my two companions in misfortune, was kept a close prisoner: meanwhile the means of escape were the constant object on which we employed our minds. The window of our prison was towards the street, and from this circumstance we derived a hope sooner or later to effect our object. We already contrived to carry a tacit and regular correspondence by means of signs with some women who could see us from their apartments, and who seemed to take the most lively interest in our fate. They proposed themselves to assist in facilitating my liberation, an offer which I accepted with great pleasure; and it is my duty to confess, notwithstanding the enormous expences occasioned by their fruitless attempts, they have not less claim to my gratitude. Till the time of my departure, in which, however, they had no share, their whole employment was endeavouring to save me: and they had the address at all times to deceive the vigilance of my keepers. On both sides we used borrowed names, under which we corresponded, theirs being taken from the ancient mythology, so that I had now a direct communication with Thalia, Melpomene, and Clio. At length I was removed to the Temple, where my three muses soon contrived means of intelligence, and every day offered me new schemes for effecting my escape. At first I eagerly accepted them all. The reflection soon destroyed the hopes to which the love of liberty had given birth. I was also resolved not to leave my secretary in prison, and still less poor John, whose safety was more dear to me than my own emancipation. In the
Temple

Temple, John was allowed to enjoy a considerable degree of liberty; he was highly dressed like an English jockey, and knew how to assume the manners that corresponded with that character. Every one was fond of John, who drank and fraternised with the turnkeys, and made love to the keeper's daughter, who was persuaded he would marry her; and as the little English jockey was not supposed to have received a very brilliant education, he had learnt by means of study sufficiently to mutilate his native tongue.

John appeared very attentive and eager in my service, and always spoke to his master in a very respectful manner. I scolded him from time to time with much gravity; and he played his part so well, that I frequently surprized myself, forgetting the friend, and seriously giving orders to the valet. At length John's wife, Madam de Tr——, a very interesting lady, arrived at Paris, and made the most uncommon exertions to liberate us from our captivity. She dared not come however to the Temple, through fear of discovery; but from a neighbouring house she daily beheld her husband, who, as he walked to and fro, enjoyed alike in secret of contemplating the friend of his bosom. Madam de Tr—— now communicated a plan for delivering us from prison, to a sensible and courageous young man of her acquaintance, who immediately acceded to it without hesitation. This Frenchman, who was sincerely attached to his country, said to Madame de Tr——, "I will serve Sir Sidney Smith with pleasure, because I believe the English Government intend to restore Louis the XVIIIth to the throne. But if the Commodore is to fight against France, and not for the King of France, heaven forbid I should assist."

Charles L'Oiseau, (for that was the name our young friend assumed,) was connected with the agents of the king when confined in the Temple, and for whom he was also contriving the means of escape. It was intended we should all get off together. M. La Vilheurnois being condemned only to a year's imprisonment, was resolved not to quit his present situation; but Brothier and Duverne de Presse were to follow our example; had our scheme succeeded this Duverne would not perhaps have ceased to be an honest man; for till then he had conducted himself as such. His condition must now be truly deplorable, for I do not think him formed by nature for the commission of crimes.

A.D. 1798 Every thing was now prepared for the execution of our project: the means proposed by Ch. L'Oiseau appeared practicable, and we resolved to adopt them. A hole twelve feet long was to be made in a cellar adjoining to the prison; and the apartments to which the cellar belonged were at our disposal, Mademoiselle D—— rejected every prudential, generously came to reside there for a week, and being young, the other lodgers attributed to her alone the frequent visits of Ch. L'Oiseau. Thus every thing seemed to favour our wishes. No one in the house in question had any suspicions; and the amiable little child Mademoiselle D—— had with her, and who was only seven years old, was so far from betraying our secret, that she always beat a little drum, and made a noise while the work was going on in the cellar. Meanwhile L'Oiseau had continued his labour a considerable time without any appearance of daylight, and he was apprehensive he had attempted the opening considerably too low, it was necessary therefore that the wall should be sounded, and for this purpose a mason was required. Madame de Tr—— recommended one, and C. L'Oiseau undertook to bring him, and to detain him in the cellar until we had escaped, which was to take place that very day: the worthy man perceived the object was to serve some of the victims of misfortune, and came without hesitation. He only said, “If I am arrested, take care of my poor children.”

But what a misfortune now frustrated all our hopes! Though the wall was sounded with the greatest precaution, the last stone fell out and rolled into the garden of the Temple; the sentinel perceived it; the alarm was given; the guard arrived, and all was discovered: fortunately, however, our friends had time to make their escape, and none of them were taken.

They had indeed taken their measures with the greatest care; and when the Commissaries of the Bureau Central came to examine the cellar and apartment, they found only a few pieces of furniture, trunks filled with logs of wood and hay, and the hats with tri-coloured cockades provided for our flight, as those we wore were black.

This first attempt, tho' extremely well conducted, having failed. “I wrote, (continued Sir Sidney Smith,) to Madam de Tr——, both to console her and our young friend, who was miserable at having foundered just as he was going
into

into port." We were so far however from suffering ourselves to be discouraged, that we still continued to form new schemes for our deliverance; the keeper perceived it, and I was frequently so open as to acknowledge the fact. "Commodore," said he, "your friends are desirous of liberating you, and they only do their duty; I also am doing mine in watching you still more narrowly." Though this keeper was a man of unparalleled severity, yet he never departed from the rules of civility and politeness. He treated all the prisoners with kindness, and even picqued himself on his generosity. Various proposals were made to him, but he rejected them all, watched us more closely, and preserved the profoundest silence. One day when I dined with him, he perceived that I fixed my attention on a window, then partly open, and which looked upon the street. I saw his uneasiness, and it amused me: however, to put an end to it, I said to him, laughing, "I know what you are thinking of; but fear not, it is now three o'clock, I will make a truce with you till midnight; and I give you my word of honour until that time, even were the doors open, I would not escape; when that hour is passed, my promise is at an end, and we are enemies again." "Sir," replied he, "your word is a safer bond than my bars or bolts; till midnight, therefore, I am perfectly easy."

When we rose from table, the keeper took me aside, and said, "Commodore, the Boulevard is not far; if you are inclined to take the air there, I will conduct you." My astonishment was extreme; nor could I conceive how this man, who appeared so severe and so uneasy, should thus suddenly persuade himself to make me such a proposal. I accepted it, however, and in the evening we went out; from that time forward this confidence always continued whenever I was desirous to enjoy perfect liberty. I offered him a suspension of arms till a certain hour; this my generous enemy never refused; but when the armistice was at an end, his vigilance was unbounded. Every post was examined; and if the government ordered that I should be kept close, the order was enforced with the greatest care. Thus I was again free to contrive and prepare for my escape, and he to treat me with the utmost rigour. This man had a very accurate idea of the obligations of honour; he often said to me, "If you were under sentence of death, I would permit you to go out on your parole, because

A.D. 1798 I should be certain of your return. Many very honest prisoners, and I myself among the rest, would not return in the like case; but an officer, and especially an officer of distinction, holds his honour dearer than his life: I know it to be a fact, commodore, and therefore I should be the less uneasy if you desired the gates to be always open."

My keeper was right: while I enjoyed my liberty I endeavoured to lose sight of the idea of my escape: and I should have been averse to employ, for that object, means that had occurred to my imagination during my hours of liberty. One day I received a letter containing matter of great importance, which I had the strongest desire immediately to read; but as the contents related to my intended deliverance, I asked leave to return to my room and break off the truce. The keeper, however, refused, saying, with a laugh, that he wanted to take some sleep; accordingly he lay down, and I postponed the perusal of my letter to the evening.

Meanwhile no opportunity of flight offered; but on the contrary the Directory ordered me to be treated with rigour. The keeper punctually obeyed all the orders he received; and he, who the preceding evening had granted me the greatest liberty, now doubled my guard, in order to exercise a more perfect vigilance.

Among the prisoners, was a man condemned for certain political offences, to ten years confinement; and whom all the other prisoners suspected of acting in the detestable capacity of a spy on his companions. Their suspicions indeed appeared to have some foundation, and I felt the greatest anxiety on account of my friend John. I was however fortunate enough soon after to obtain his liberty; an exchange of prisoners being about to take place, I applied to have my servant included in the cartel; and though this request might easily have been refused, fortunately no difficulty arose, and it was granted. When the day of his departure arrived, my kind and affectionate friend could scarcely be prevailed upon to leave me, till at length he yielded to my most earnest entreaties. We parted with tears in our eyes, which to me were the tears of pleasure, because my friend was leaving a situation of the greatest danger.

The amiable jockey was regretted by every one; our turnkeys drank a good journey to him; nor could the girl he had courted help weeping for his departure; while her mother

mother, who thought John a very good youth, hoped she should one day call him her son-in-law. I was soon informed of his arrival in London, and this circumstance rendered my own captivity less painful. I should have been happy also to have exchanged my secretary; but as he had no other dangers to encounter than those which were common to us both, he always rejected the idea, considering it as a violation of that friendship of which he has given me so many proofs. On the 4th of September (18th Fructidor) the rigour of my confinement was still further increased. The keeper, whose name was Lafme, was displaced, I was again kept close prisoner, and, together with my liberty, lost the hopes of a peace which I had thought approaching and which this event must contribute to postpone.

At this time a proposal was made to me for my escape, which I adopted as my last resource. The plan was to have forged orders drawn up for my removal to another prison, and then to carry me off. A French gentleman, M. de Phelipeaux*, a man of equal intrepidity and generosity, offered to execute this enterprize. The order then being accurately imitated, and, by means of a bribe, the real stamp of the minister's signature procured, nothing remained but to find men bold enough to put the plan in execution. Phelipeaux and C. L. Oiseau would have eagerly undertaken it, but both being known, and even notorious at the temple, it was absolutely necessary to employ others. Messrs. B—— and L—— therefore, both men of tried courage accepted the offer with pleasure and alacrity.

With this order then they came to the Temple, Mr. B—— in the dress of an adjutant, and Mr. L—— as an officer. The keeper having perused the order and attentively examined the minister's signature, went into another room, leaving my two deliverers for some time in the cruellest uncertainty and suspense; at length he returned, accompanied by the register (or greffier) of the prison, and ordered me to be called. When the register informed me of the orders of the Directory I pretended to be very much concerned at it, but the adjutant assured me in the most serious manner, "that the government were very far from intending to aggravate my misfortunes, and that I should be

* Afterwards accompanied Sir S. Smith to Egypt, and died at the siege of Acre.

A. D. 1798 very comfortable at the place whither he was ordered to conduct me. I expressed my gratitude to all the servants employed about the prison; and, as you may imagine, was not very long in packing up my clothes.

At my return, the register observed that at least six men from the guard must accompany me; and the adjutant, without being in the least confounded, acquiesced in the justice of the remark, and gave orders for them to be called out. But on reflection, and remembering as it were the laws of chivalry and of honour, he addressed me, saying, "Commodore, you are an officer, I am an officer also; your parole will be enough. Give me that and I have no need of an escort." "Sir," replied I, "if that is sufficient, I swear on the faith of an officer to accompany you wherever you choose to conduct me." Every one applauded this noble action, while I confess I had myself great difficulty to avoid smiling. The keeper now asked for a discharge, and the register gave the book to Mr. B——, who boldly signed it with a proper flourish, L. Oger, Adjutant-General. Meanwhile I employed the attention of the turnkeys, and loaded them with favours to prevent them from having time to reflect, nor indeed did they seem to have any other thought than their own advantage. The register and keeper accompanied us as far as the second court, and at length the last gate was opened, and we left them after a long interchange of ceremony and politeness.

We instantly entered an hackney coach, and the adjutant ordered the coachman to drive to the suburb of St. Germain. But the stupid fellow had not gone a hundred paces before he broke his wheel against a post, and hurt an unfortunate passenger. This unlucky accident brought a crowd about us, who were very angry at the injury the poor fellow had sustained; we quitted the coach, took our portmanteaus in our hands, and went off in an instant. Though the people observed us much, they did not say a word to us only abusing the coachman. And when our driver demanded his fare, Mr. ——, through an inadvertency that might have caused us to be arrested, gave him a double louis d'or. Having separated when we quitted the carriage, I arrived at the appointed rendezvous with only my secretary and M. de Phelipeaux, who had joined us near the prison, and though I was very desirous of waiting for my two friends to thank
and

and take my leave of them, M. de Phelipeaux observed A.D. there was not a moment to be lost. I therefore postponed 1798 till another opportunity my expression of gratitude to my deliverers, and we immediately set off for Rouen, where Mr. R*** had made every preparation for our reception.

At Rouen we were obliged to stay several days, and as our passports were perfectly regular, we did not take much care to conceal ourselves, but in the evening we walked about the town or took the air on the banks of the Seine. At length, every thing being ready for us to cross the channel, we quitted Rouen and without encountering any further dangers, I arrived in London, together with my secretary and my friend Mr. Phelipeaux, who could not prevail on himself to leave us.

On the 6th, Lieutenant Charles Papps Price who commanded at the islands of St. Marcou*, having observed the enemy's gun and flat boats, in the road of La Hogue, making preparations to come out, concluded that an attack was meditated against him. To prevent being surprized he dispatched a guard-boat off La Hogue to watch their motions, and give the earliest intelligence of their approach. At twelve o'clock at night the guard-boat made the signal that the enemy was advancing. The weather was calm and so extremely dark that the people on the batteries could distinctly hear them giving orders, although it was impossible to see their vessels. At day light Lieutenant Price observed them drawn up in a line opposite the south-west face of the western redoubt, from whence he immediately opened a heavy and well directed fire from seventeen pieces of cannon; which was as warmly returned by the enemy's gun-brigs, their flat boats rowing up with great resolution, full of troops, under the cover of their fire. When they had approached to within musket shot of the shore, they were saluted by such a furious volley of round, grape, and case shot, that they retreated in the greatest confusion, and with dreadful slaughter; six or seven of the boats were sunk with most of those on board, one was found on shore bottom uppermost, and by a paper found on board her, the crew appeared to have consisted of 144 men. The re-

* These islands were taken possession of by Sir Sidney Smith in the year 1795, for the purpose of obtaining information from France and assisting the Royalists. They are about four miles from the coast of Normandy.

A.D. 1798 mainder, 43, retired in the utmost disorder back to La Hogue; at the commencement of the action their force amounted to 52, and it was supposed at least 6000 or 7000 men were embarked on board this flotilla.

The Adamant, Eurydice, and Orestes. were within 6 miles of the islands; but being becalmed, and the tide against them, they could not render any assistance.

The only loss sustained, was 1 man killed and 3 wounded.

For this gallant defence, Lieutenant Price was promoted to the rank of master and commander.

Government having received intelligence, that the enemy had collected a great number of gun boats, and transport schuyts at Flushing, which were intended to be sent to Dunkirk and Ostend, by the Bruges canal; formed a plan for the destruction of the basin gates and sluices. For this purpose, a squadron chiefly composed of small vessels of war and gun boats, was ordered to assemble at Margate, and there to take on board a body of about 2000 troops, under the orders of Major General Coote.*

On the 14th of May, the squadron which was commanded by Captain Home Riggs Popham, proceeded to the place of its destination, which it did not reach until one o'clock on the morning of the 19th, when it anchored off Ostend; soon afterwards the wind shifted to the west, and threatened to blow so much, that the General and Captain Popham were deliberating whether it would not be better to go to sea, and wait a more favourable opportunity, to put in execution the object of the expedition; just at this moment a vessel was brought to Captain Popham which had been cut out from under the light-house battery by the Vigilant; the report which the people, taken on board, gave of the force in Ostend, Newport, and Bruges; made General Coote propose to land immediately, and accomplish the destruction of the canals, even if the surf, which broke with much violence on the shore, should make his retreat doubtful. Captain Popham acceded to the general's spirited proposition, and instantly ordered the troops to be landed, without waiting for the regular order of debarkation. Many of them were on shore before they were dis-

* Appendix, Chap. II. No. 360.

covered; and it was not till a quarter past four, that the enemy's batteries opened on the ships, which was returned in a most spirited manner by Captain Mortlock, of the *Wolvereene*, Lieutenant Edmonds of the *Asp*, and Lieutenant Norman of the *Biter*. The *Hecla* and *Tartarus* bombs threw their shells with much precision, that the town was on fire several times, and the ships in the basin much damaged. As a feint to cover the operations of bringing up the materials, and of destroying the sluices, a summons was sent to the commandant of Ostend to surrender the town and its dependencies to his Majesty's forces; to which he returned the following answer.

A.D.

1798.

“ Muscar, Commandant of Ostend, to the Commander in Chief of the Troops of his Britannic Majesty.”

LIBERTY.

EQUALITY.

“ Garrison of Ostend, 30th Floreal, 6th year of the Republic.”

“ General,

“ The council of war was sitting when I received the honour of your letter; we have unanimously resolved not to surrender this place, until we shall have been buried under its ruins.”

(“ Signed,)

“ MUSCAR,

“ Commandant of the Garrison.”

The troops ordered to land, were all on shore by 5 o'clock, with the necessary implements for destroying the sluices, covered by the gun boats. The fire from the batteries had much damaged the vessels opposed to them; Captain Popham therefore called them off, and directed the *Dart*, *Harpy*, and *Kite*, to take their stations; but it being low water, they could not get near enough to have much effect. At half past nine, the *Minerva* transport, which had parted company, joined; but the surf ran too high to make it safe or practicable for the troops she had on board to land. At 20 minutes past ten, a great explosion was seen, which indicated the destruction of the sluices; and soon after the troops were observed to be assembled on the sand hills near the shore; at this time the sea was so rough, that

A.D. 1798 that it was impossible to re-embark a single man. In this situation the troops lay on their arms the whole night. At day-break, on the 20th, General Coote had the mortification to find that the enemy had collected in considerable force, and surrounded his little army; he however, maintained his post with great gallantry for above two hours; when being severely wounded, and seeing no prospect of extricating himself from his situation, with the loss of several valuable officers, and many of his best men; he felt himself under the necessity of capitulating. General Coote, in his dispatches, speaks highly of the indefatigable exertions and good conduct of Captains Winthrop, Brady, and M'Kellar, and Lieutenant Bradly of the navy, who superintended the landing of the troops, and assisted in getting up the artillery, and other materials; and for some time commanded a detachment of seamen on shore. The loss sustained in this expedition, amounted to two midshipmen, and 11 seamen killed: 3 wounded doing duty on shore; On board the *Wolvereene*, 1 seaman killed, 10 wounded. 23d Regiment, 1 killed, 5 wounded. On board the *Asp*, 1 seaman killed, Lieutenant Edmonds wounded.

In the army, about 60 were killed and wounded; among the first was Lieutenant Colonel Hely, of the 11th regiment. Wounded, Major General Coote, Colonel Campbell, 3d Guards (since dead), Major Donkin, Captain Walker, Royal Artillery (since dead), Captain Duff 3d Guards.

The number taken prisoners, exclusive of Captain M'Kellar, and some seamen belonging to the navy, amounted to 58 officers, 77 non-commissioned officers, and 999 rank and file.

On the 1st of May, Captain Sir Francis Laforey, in the *Hydra*, in company with the *Vesuvius* bomb, and *Trial* cutter, being on a cruize off Havre de Grace, gave chase to a French frigate, a corvette, and cutter. The former endeavoured to effect her escape into Havre; but being hard pressed by the *Hydra*, and after engaging her for three quarters of an hour ran ashore, and was destroyed the following morning by the boats of the *Hydra*, under cover of the *Trial*; she proved to be *La Confiante* of 36 guns, and by a role d'equipage found on board, manned with 300 men, several of whom were found killed upon her decks;

decks, the rest of the crew escaped on shore. The cor- A.D.
vette *La Veuve*, of 20 guns, escaped; but the cutter was 1798
driven on shore and destroyed. This service was effected
without any loss on board the British ships.

On the 19th of June, Captain Sir Thomas Williams being on a cruise with a squadron of frigates, off the entrance of St. George's Channel*; received information that the king's troops intended to commence their attack on the rebels at Wexford, on the 20th or 21st; and conceiving that the appearance of his Majesty's ships would greatly facilitate the operations of the army, as well as cut off the retreat of the rebels by sea; instantly proceeded off that place. On his arrival there, he dispatched five cutters, and the ships launches armed, under the command of Lieutenant Carpenter, to block up the entrance of the harbour in which the rebels had collected 40 or 50 armed vessels and others, in order to secure a retreat if hard pressed. On the 21st, the squadron was joined by the *Chapman*, armed ship, and *Weazle* sloop; these ships being of an easier draft of water, Sir Thomas Williams directed their commanders to anchor close in, so as to cover the cutters and launches. At the same time he ordered Captain Keen, of the *Chapman*, to land and endeavour to possess himself of the fort at the entrance of the harbour, which frequently fired on the vessels; this service he performed with great promptness and alacrity; carried the fort, and put the rebels, in number 200, to flight, leaving behind them the colours flying, and three six pounders. The launches immediately proceeded up the harbour, and on their arrival off the town, found that the king's troops had entirely defeated the rebels, taken two of their generals, Hay and Roche, prisoners, and were in full possession of the town. The squadron destroyed about 100 large boats and vessels along the coast, which the rebels had preserved for their escape.

At 7 o'clock in the morning, of the 29th of June, Captain Charles Stirling, in the *Jason*, with the *Pique*, Captain David Milne, and the *Mermaid*, Captain James Newman, being on a cruise off the *Saintes*; discovered,

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* <i>Endymion</i>	-	44	Capt. Sir Tho. Williams.
<i>Phoenix</i>	-	36	— L. W. Halstead.
<i>Glenmore</i>	-	36	— Geo. Duff.
<i>Melampus</i>	-	36	— Gra. Moore.
<i>Greyhound</i>	-	32	— James Young.

and

A.D. 1798 and gave chase to a large French frigate; it was not till 11 at night, that La Pique brought her to close action, which continued in a brisk running fight, until 2 o'clock on the morning of the 30th, when unfortunately the main top-mast of La Pique was shot away, and she dropt a-stern; at this instant the Jason came up, passed between the two ships, and recommenced the action with great vigour; soon after both ships ran aground warmly engaged, that of the enemy completely dismasted. The Jason having only taking the ground forward; upon the rise of the tide, unavoidably swung round with her stern close to the enemy's broadside, and became exposed to a raking fire, which did her considerable damage: Captain Stirling, however got some of the aftermost guns to play upon her with such effect, that in a few minutes she struck. In the mean time Captain Milne eager to renew the combat, and not hearing himself hailed from the Jason, ran a-ground with such violence, that La Pique bilged, and it was found necessary to destroy her; upon which Captain Stirling directed her officers and crew to take possession of the prize, which with much difficulty, and by great perseverance and activity, they accomplished and got a-float. She proved to be La Seine, commanded by Capitaine Brejot, from the isle of France, bound to L'Orient, mounting 42 guns, 18 and 9 pounders, manned with 610 men, including soldiers, 170 of whom were killed, and 100 wounded. Captain Newman in the Mermaid, although not able to arrive up in time to partake in the action, had the satisfaction by his seamanlike conduct to be instrumental in preserving the Jason from being wrecked. At day-light, the Phaeton, St. Fiorenzo, and Triton, hove in sight, and run down to the assistance of the disabled ships.

The slain on board the Jason amounted to 7, among the number was Mr. Robotier, 2d Lieutenant.

Wounded 12; among these was Captain Stirling early in the action; his place was ably maintained by Mr. Charles Ingles, the 1st Lieutenant.

La Pique had 1 man killed, and 6 wounded, and 1 missing.

La Seine was taken into the service, and Captain Milne appointed to command her.

On the 12th of July, two seamen were executed at Spit-head belonging to the Adamant, for mutiny on board that ship. On

On the 14th, two more men were also executed for having endeavoured to seize his Majesty's gun vessel *Haughty*, and deliver her up to the enemy; and on the 21st another was executed for mutiny on board the *Pluto*. A. D. 1798

On the 14th Commodore Blanket in the *Leopard*, with the *Dædalus*, Captain H. L. Ball, and the *Orestes* brig, Captain Haggitt, sailed for the Cape of Good Hope.

The night of the 3d of August being extremely bad, attended with heavy rain, and vivid lightning, Captain Sir Charles Hamilton judged it a proper opportunity to attack a French brig corvette, and several vessels under her protection and that of the fort, in the port of Carignon, near the Isle Bas; he accordingly at ten o'clock dispatched the boats of the *Melpomene* and *Childers* sloops, under the command of Lieutenant Shortland, covered by the latter vessel, to make the attempt. At three o'clock in the morning on the 4th, the boats boarded and carried the brig, but not without much resistance. The forts at the inlet, being by this time alarmed, and the wind blowing fresh in, they were obliged to relinquish any attempt on the merchant vessels. The intricacy of the passage made it doubtful whether they would be able to carry off the corvette: however, after much perseverance and gallantry, working to windward for two hours, under a heavy fire from the batteries, they fortunately succeeded, with the loss of only one man killed, two midshipmen and three seamen wounded, and one missing. The corvette proved to be *L'Aventurier*, commanded by M. Raffy, of 12 guns and 79 men, 16 of whom were badly wounded.

On the 12th the *Hazard* sloop of war, Captain Butterfield, being on a cruize to the westward of Cape Clear, fell in with, and after a brisk action, which lasted one hour and forty minutes, captured *Le Neptune* French ship, armée en flute, pierced for 20 guns, but had only 10 mounted, 53 seamen, and 270 soldiers from the Isle of France, bound to Brest; she had between 20 and 30 men killed and wounded; the *Hazard* had 6 wounded.

On the 14th Lieutenant Lionel Hill, commanding the *Joseph* cutter, was tried by a court martial on board the *Gladiator* at Portsmouth Harbour, on charges exhibited against him by Captain Butt, for disrespect and disobedience of orders, in not appearing in his uniform when on shore in a sea-port. The charges being proved, Lieute-

A.D. 1798. nant Hill was sentenced by the Court to be dismissed from the command of the *Joseph*, and to be placed at the bottom of the lieutenant's list.

On the 22d of August three French frigates appeared off the N. W. coast of Ireland, and having landed a body of about 850 troops, under the command of General Humbert, at Killala, stood to sea. The French General being joined by some Irish rebels, marched to Castlebar, where on the 27th he attacked the British forces under General Lake, and compelled them to retreat with the loss of six pieces of cannon, and some prisoners. On the 31st General Humbert issued a proclamation appointing a governor to the province of Connaught, and inviting the Irish rebels to join the French standard: from Castlebar he proceeded towards Tuam; but by this time the Marquis Cornwallis had collected a considerable body of troops, advanced upon the French army, and on the 8th obliged the French general to surrender at discretion.

On the 18th of September nineteen men belonging to the *Defence*, were sentenced by a court martial, held on board the *Gladiator*, at Portsmouth, to suffer death for mutiny (six of whom were recommended to mercy), and six others to be flogged and imprisoned.

On the 11th of October, the *Jason* frigate of 38 guns, Captain Charles Stirling, being in pursuit of a French convoy between Brest and Cape Ray, struck upon a rock with such force, as to baffle every exertion of her officers and men in their endeavours to get her off; she in consequence soon filled: the crew got on shore, and surrendered themselves prisoners of war, excepting six, whom Captain Stirling permitted to take the cutter, by which means they effected their escape, and arrived safe at Plymouth on the 15th, bringing the unwelcome news of the loss of the ship.

On the 9th of October, eleven men belonging to the *Glory* were tried by a court martial at Plymouth, for mutiny, and the following sentence pronounced upon them; eight to suffer death, two to receive 100 lashes each, to be mulcted of all their pay, and twelve months solitary confinement; and one to receive 200 lashes, mulcted of his pay, and twelve months solitary confinement.

Commodore Sir John Borlase Warren being on a cruize off Tory Island, in quest of the French Squadron, which he had certain intelligence, had sailed from Brest with a
large

large body of troops on board for the purpose of making a descent on the coast of Ireland, was joined on the 10th of October by the *Amelia* frigate, from whose commander he learnt that he had parted from the *Ethalion*, *Anson* and *Sylph*, which had continued with great attention to watch the motions of the enemy's squadron since its departure from Brest, on the 17th ult. On the following morning the commodore was joined by the above ships, and at noon the enemy was discovered, consisting of one ship of the line, eight frigates, a schooner, and a brig*. Sir John Warren immediately made the signal for a general chase, which was continued all day and the following night, in extreme unsettled and boisterous weather, during which the *Anson* lost her mizen mast. At five o'clock on the morning of the 12th, the enemy was seen a little distance to windward, the line of battle ship with her main top-mast gone. The enemy, notwithstanding, bore down, and formed their line in close order on the starboard tack. From the length of the chase, and in unfavourable weather, the British squadron became much spread, and it was seven o'clock before Sir John Warren had his ships sufficiently collected, when he made the signal for the *Robust* to lead, and the rest to form in succession. At 20 minutes past seven, Captain Thornborough commenced the action, and was so ably supported by Captain De Courcy, in the *Magnanime*, that at eleven, the *Hoche*, after a most gallant defence, struck, upon which the frigates made sail, and were closely pursued for five hours, in a smart running fight, when after an obstinate resistance, three of them surrendered: these were *La Bellone*, *La Coquille* of 40 each, and *L'Ambuscade* of 36 guns. Captain Moore in the *Melampus*, parted company in the chase; and at midnight, on the 13th, came up with *La Resolue* of 40 guns, and 500 seamen and soldiers; which struck after a contest of twenty-five minutes. *L'Immortalité* of 44 guns was in company, but made off so soon as she saw the fate of her consort, without having rendered her any assistance.

The loss sustained by the enemy on the 12th and 13th, amounted to 68 killed, and 118 wounded; that of the British 3 killed, and 35 wounded†.

* Appendix, Chap. II. No. 361.

† Appendix, Chap. II. No. 361.

A.D. 1798 After the action, the Robust and Magnanime continued with the prizes, the rest of the squadron having separated in the chase. The disabled state of these ships, in addition to the severe weather which they encountered, created a considerable degree of alarm for their safety. The Robust and La Hoche put into Lough Swilly, where they refitted, and from thence sailed to Plymouth; while the Magnanime, with L'Ambuscade and La Coquille, were obliged to proceed round the north of Ireland; and after stopping at Belfast to repair their damages, also reached Plymouth.

On the morning of the 15th the Mermaid, La Revolutionnaire, and the Kangaroo brig, commanded by Captains Newman, Twysden, and Brace, on their way to join the Cæsar off Black Cod Bay, fell in with, and chased two of the enemy's frigates, which in the evening hailed each other, and then steered different courses: this unavoidably separated the Mermaid and Revolutionnaire, the Kangaroo following the first. The weather during the night being thick and squally, they lost sight of the chase; the next morning she was again seen and pursued. At three in the afternoon the Kangaroo came up with, and engaged the enemy in a most gallant manner; but an unlucky shot from the enemy's stern-chasers, carrying away her fore-top-mast, rendered Captain Brace incapable of pursuit. Captain Newman continued the chase, keeping sight of her during the night; at day-light it appeared evident that the enemy meant to give him battle; and from her being full of troops, that it was her intention to board the Mermaid; especially as he suffered her to approach close alongside without annoyance. At a quarter before seven o'clock the action commenced, both ships steering before the wind; it was maintained with great gallantry on both sides till about half past nine, when the Mermaid's mizen-mast and main-top-mast being shot away, the wreck of which rendered several of the aftermost guns useless; and having also received some dangerous shot in the hull, which occasioned the ship to make a great deal of water; the remaining masts tottering, with most of the standing and running rigging cut to pieces, Captain Newman found himself under the necessity to relinquish the combat, and suffer his antagonist to make off, who appeared equally disabled with himself; the slaughter must have been very considerable, as they were perceived throwing
ing

ing overboard a great number of killed. The Mermaid had only three killed, and thirteen wounded. A.D. 1798

At day-light in the morning of the 18th, Captain Durham, in the Anson, with the Kangaroo in company, discovered the same enemy's frigate to leeward, with the loss of her fore and main-top-masts; the Anson was without her mizen mast and main yard, with her bowsprit and fore-yard much wounded by shot in the action on the 13th. Both ships thus crippled, Captain Durham bore down and brought her to close action, which was bravely disputed for an hour and a quarter, when the enemy surrendered, and proved to be La Loire, commanded by Joseph Andrien Segone, pierced for 50 guns, mounting 46, with 664 men, including troops, 48 of whom were killed, and 75 wounded. The Anson had two killed; Lieutenant Abell, of the marines, three midshipmen, and ten men wounded.

La Loire had on board cloathing complete for 3000 men, 1020 muskets, 200 sabres, 360 pouches, 25 cases of musket ball cartridges, one brass field piece, with a great quantity of ammunition and intrenching tools.

On the 20th, Captain Thomas Byam Martin, being on a cruize in the Fishguard, of 40 guns, fell in with a large French frigate, and, after an hour's running fight, brought her to close action, which lasted for 25 minutes, when the Fishguard became perfectly ungovernable, the whole of her running rigging being entirely cut to pieces. The enemy taking advantage of her crippled situation, endeavoured to make off; but by the active exertions of Captain Martin, his officers and men, in replacing the damages, he was soon enabled to close with her again, and renewed the battle with great spirit and resolution, which terminated in an hour and fifty minutes, by his antagonist hauling down her colours. She proved to be L'Immortalité, a new frigate, mounting 42 guns, twenty-four pounders on the main-deck, and nine pounders, with forty-two pound carronades on the quarter-deck and fore-castle, commanded by M. Le Grand, who, with General Menage, second in command of the troops, was killed in the action. She was one of the squadron that composed the expedition to Ireland, and had on board 580 men, including troops. The loss she sustained in the engagement amounted to ten officers, and 44 men killed; wounded 61.

A. D. 1798 The Fishguard had ten men killed; Lieutenant Gerrard, of the marines, and 25 wounded, 13 of whom very badly.

On the 23d, Captain Richard King, in the *Sirius* of 36 guns, having been ordered to reconnoitre the enemy's force in the Texel, at eight o'clock on the following morning discovered two Dutch frigates at some distance to windward, to which he instantly gave chase. Captain King finding that the *Sirius* had greatly the advantage in point of sailing, stood on until he could fetch the weathermost frigate, in order to prevent their junction. At nine o'clock Captain King accomplished his wishes, being within musket shot, the enemy brought to, fired a gun to leeward, and hauled down her colours. Her consort kept standing on with all sail set; and although nearly out of sight by the time the prisoners were exchanged, the *Sirius* got within musket-shot of her at five o'clock in the evening, and commenced a running fight, which continued about half an hour, when she struck, having eight men killed, and fourteen wounded; her masts, sails, rigging, and hull much damaged. These ships proved to be the *Waakzaamheid*, Captain Neirrop, (senior captain) mounting 26 guns, 24 nine-pounders on the main deck, two six-pounders on the fore-castle, 100 Dutch seamen, and 122 French troops, also 2000 stand of arms: the other the *Furie*, Captain Plety, of 36 guns, 26 twelve-pounders on the main deck, and ten six-pounders on her quarter-deck and fore-castle, 150 Dutch seamen, and 165 French troops, also 4000 stand of arms; both ships had besides a quantity of ordnance stores on board. The *Sirius* had only one man wounded.

In the month of November, the *Margaret* armed tender, commanded by Lieutenant John Pollexfen, with dispatches from Vice Admiral Kingsmill to Captain Home of the *Cæsar*, was wrecked on the western coast of Ireland, and the crew perished.

On the 2d of October the Hon. Captain Capel, of *La Mutiné*, arrived in England with dispatches from Sir Horatio Nelson, giving an account of the ever memorable victory obtained over the French fleet at the mouth of the Nile. Nothing could equal the universal joy which this glorious news diffused over the whole kingdom, which was demonstrated by public rejoicings and illuminations for several days. A subscription for the relief of the widows and children of the brave men who fell nobly fighting in the defence

sence of their king and country, was opened at Lloyd's A. D. Coffee-house on the same day the news arrived, and 1100l. 1798 immediately were subscribed.

On the 6th his Majesty created Sir Horatio Nelson a peer of Great Britain, by the title of Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk.

The thanks of both houses of parliament were voted to the gallant admiral, the captains, officers, seamen, and marines, for the resolute and intrepid conduct which they displayed on this occasion. The captains were ordered to be presented with gold medals emblematical of the victory; Captain Hardy, of *La Mutine*, (the only sloop in company,) was promoted to the rank of post captain into the *Vanguard*, in the room of Captain Berry, sent with the admiral's dispatches to Earl St. Vincent; and the first lieutenants of the line of battle ships, (the *Culloden* excepted*) to be masters and commanders.

The parliament of Great Britain voted a pension of 2000l. per annum to Lord Nelson for his life, and the two next heirs. The parliament of Ireland voted him a pension of 1000l. per annum; the East-India Company presented him with 10,000l.; the City of London a sword valued at 200 guineas; also a sword to each of the captains who were in the engagement; with the freedom of the City in a gold box of 100 guineas to Captain Berry; and the Turkey Company a piece of plate of great value. The captains of the fleet under Lord Nelson, ordered an elegant sword to be made and presented to his Lordship, the hilt of which is to represent a crocodile, with the names of the ships, and their commanders engraven on it.

The sword of the French admiral, M. Blanquet, which was surrendered to Sir Horatio Nelson, was entrusted to the Hon. Captain Capel, to present to the City of London from that gallant commander, with the following letter:

* This ship having, to the great mortification of her gallant commander, run aground in standing too close to the shore, was not in the action, by which means, according to the etiquette of the service, her first lieutenant was not included in the promotion.

A. D.
1798

*" Vanguard, Mouth of the Nile,
August 8, 1798.*

" MY LORD,

" Having the honour of being a freeman of the City of
" London, I take the liberty of sending to your Lordship
" the sword of the commanding French admiral, (M. Blan-
" quet,) who survived after the battle of the 1st off the
" Nile; and request that the City of London will honour
" me with the acceptance of it, as a remembrance that
" Britannia still rules the waves; which that she may ever
" do, is the fervent prayer of your Lordship's

" Most obedient servant,

" HORATIO NELSON."

On the 16th of October the Committee appointed to consider the best manner of disposing of the sword presented to the Court by Admiral Lord Nelson, reported the following resolution, which was agreed to unanimously; " That the sword delivered up to our gallant hero, Lord Nelson, by the French admiral, M. Blanquet, be put up in the most conspicuous place in the Common Council Chamber, with the following inscription engraved on a marble tablet."

" The sword of Mons. Blanquet, the commanding French admiral, in the glorious engagement off the Nile, on the 1st of August, 1798, presented to the Court, by the Right Hon. Rear Admiral Lord Nelson."

On the 20th of November the King was graciously pleased to give and grant to Lord Nelson, in consideration of the great zeal, courage and perseverance manifested by him on divers occasions, and particularly of his able and gallant conduct in the glorious and decisive victory obtained over the French fleet near the mouth of the Nile of the 1st of August last, his royal licence and authority, that he and his issue may bear the following honourable augmentations to his armorial ensigns, viz. A chief undulated argent, thereon waves of the sea, from which a palm tree issuant, between a disabled ship in the dexter, and a ruinous battery on the sinister, all proper; and for his crest, on a naval crown, or, the chelengk, or plume of triumph, presented to him by the Grand Seignior, as a mark of his high esteem, and of the sense of the gallant conduct of the said Horatio Baron Nelson, in the said glorious and decisive victory, with the motto, "*Palmarum qui meruit ferat;*" and to his supporters, being a sailor in the dexter,

dexter, and a lion in the sinister, the honourable augmentations following, viz.—In the hand of the sailor a palm branch, and another in the paw of the lion, both proper, with the addition of a tri-coloured flag and staff in the mouth of the latter; which augmentations to the supporters to be borne by the said Horatio Baron Nelson, and to those to whom the said dignity shall descend in virtue of his Majesty's letters patent of creation. A.D. 1798

On the 7th of December, the *Colossus*, of 74 guns, commanded by Captain George Murray, on her return home with a convoy from Lisbon, meeting with contrary winds and stormy weather at the mouth of the Channel, put into Scilly Road; on the same evening the wind increased to a heavy gale, in which she parted her cables, and drifted on a ledge of rocks, called Southern Wells; the ship was totally lost; but the crew, excepting one man, was saved by the active exertions of the islanders, who went off in open boats to her relief, at imminent risk. She had on board several passengers, among whom were Captains John Peyton and Draper, of the navy; also the remains of the late Admiral Lord Shuldhham, who died at Lisbon.

On the 14th *La Coquille*, one of the French frigates taken by Sir John Warren's squadron lying in Hamoaze, took fire and blew up, by which melancholy accident three young gentlemen, midshipmen, seven seamen, and three women perished; about 20 were saved by the boats of the ships in Hamoaze.

On the same day the *Ambuscade*, Captain Henry Jenkins, being on a cruize in the bay, fell in with, and after a severe engagement, was captured by *La Bayonnaise* French privateer, of 32 guns, and 300 men. Captain Jenkins was wounded early in the action by a musket ball through the groin, which carried away the top of the thigh bone. The master was wounded severely, but kept his station on deck until another ball killed him. Lieutenant Sinclair, of the marines, endeavouring to support him, received a ball in his shoulder, it being the second wound he had received in the action, he was forced to go below: the first lieutenant, Mayne, was killed. A gun burst on the main deck, threw the people into confusion, and in spite of every effort of Mr. Briggs, the second lieutenant, they could not be made to stand to their quarters. At this period the *Bayonnaise* being to windward, ran her bowsprit through the mizen shrouds

A. D. 1798 shrouds of the Ambuscade, and grappled her. A French colonel and about 50 soldiers then boarded from the bowsprit; the quarter-deck being cleared, they took possession of the ship, driving all below. In this conflict the colonel and eleven men were killed. The Bayonnaise masts and bowsprit soon after went by the board. The loss sustained by the Ambuscade was 10 killed, and 36 wounded, including Captain Jenkins, and Lieutenant Sinclair, of the marines. The enemy carried their prize into Rochfort.* The Minister of the Marine, in the usual style of French gasconade, represented La Bayonnaise to have mounted only 20 guns, eight-pounders; the Ambuscade 26 eighteen pounders on the main deck, 8 eight pounders on the quarter-deck and forecastle; and six howitzers or carronades. The Executive Directory decreed,

1. Conformable to the law of the 1st of October, 1793, 2d year of the Republic, there shall be paid to the staff and crew of the Bayonnaise, 3500 franks for each gun and howitzer of the frigate Ambuscade; and this sum shall be distributed without delay, among the captors, agreeable to the laws.

2. Citizen Edmon Recher, Lieutenant de Vaisseau, is appointed Captain de Vaisseau of the Republic.

3. The Minister of the Marine shall inform the Executive Directory of the names of all the officers, sub-officers, soldiers, noviciates and boys, killed in the action; and shall point out succours proper to be given to their families. The names of the wounded, and those who distinguished themselves in the action, shall also be communicated to the Directory; and the Minister shall propose the rewards or promotions which he thinks due to each.

(Signed,) REVELLIERE LEPEAUX, President.
LA GARDE, Secretary.

On the 17th of December the following sentence was pronounced by the court-martial assembled and held on board his Majesty's ship America, at Sheerness, to enquire into the conduct of Captain Thompson, commander of his Majesty's late ship the Leander, and such of the officers and ship's company as were on board her at the time she surrendered to the Genereux, a French ship of 74 guns. The Court having heard the evidence brought forward in support

* See Captain Jenkins' Court-martial, A. D. 1799.

of Captain Thompson's narrative of the capture of the said ship; and having maturely and deliberately considered the whole, is of opinion,

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"That the gallant and almost unprecedented defence of Captain Thompson, of the *Leander*, against so superior a force as that of *Le Genereux*, is deserving of every praise his Country or this Court can give; and that his conduct, with that of his officers and men under his command, reflects not only the highest honour on himself and them, but on their country at large; and the Court does therefore most honourable acquit Captain Thompson, his officers and ship's company; and he and they are hereby most honourably acquitted accordingly."

(Signed) GEORGE TRIPP, President.

Captains.

Thomas Parr,	John Dilkes,
William Mitchell,	George Brisac,
William Taylor,	Richard King,
John Bazely,	Charles White,
George Dundas,	Richard Dacres,
Samuel Sutton.	

"William Finch, Judge Advocate."

The President, after the sentence was read, addressed Captain Thompson as follows:

"Captain Thompson—I feel the most lively pleasure in returning to you the sword with which you have so bravely maintained the honour of your king and country; the more so, as I am convinced, that when you are again called upon to draw it in their defence, you will add fresh laurels to the wreath which you have already so nobly won."

The Thanks of the Court were also given to Captain Sir Edward Berry,* who was present on this occasion, for the gallant and active zeal he manifested, by giving his assistance on board the *Leander*, in the action with *Le Genereux*.

* Knighted on the 12th of December, for his gallant services at the battle of the Nile; and the City of London presented him with the freedom in a gold box. Soon after Captain Thompson had the honour of knighthood conferred on him.

A. D.

1798

COAST OF PORTUGAL AND MEDITERRANEAN*.

Admiral Earl St. Vincent still continued to blockade the port of Cadiz, and from the activity and vigilance of his cruizers, vast numbers of the enemy's privateers were taken, and the trade to the coast of Portugal effectually protected.

On the 8th of January Capain C. H. Pierrepont, in the King Fisher brig, being about 50 leagues to the westward of the Burlings, fell in with, and, after a smart action, captured La Betsey, a French ship privateer, pierced for 20 guns, but mounting only 16 six-pounders and 118 men, one of whom was killed, the first and second captain and six seamen wounded. The King Fisher had only one man wounded.

On the 3d of February Captain H. Downman, in the Speedy brig, being off Vigo, displayed great gallantry and good conduct in a severe action with a French brig privateer, which, after having crippled the Speedy, made sail and escaped from her superiority in sailing. The Speedy had five killed, among the number Lieutenant Dutton and Mr. Johnstone the boatswain; and five badly wounded. Captain Downman, at the commencement of the combat, had a prize in company which the privateer took, and was afterwards recaptured by the Speedy; the Frenchmen on board informed him that his antagonist was La Papillon, pierced for 18 guns, mounting 14, twelve and ten pounders, manned with 160 men.

On the 29th of April Sir Horatio Nelson joined Earl St. Vincent off Cadiz, and on the following day was detached into the Mediterranean with a small squadron, consisting of three sail of the line, two frigates, and a sloop of war†. At two o'clock in the morning on the 22d of May, the squadron encountered a violent gale of wind in the Gulf of Lyons, in which the Vanguard lost her fore-mast and topmasts; the frigates having parted company, the line of battle ships bore up for Sardinia, the Alexander taking in tow the Vanguard; it was with much difficulty they reached the road of St. Pierre on the 24th. By the active

* Appendix, Chap. II. No. 362.

† Appendix, Chap. II. No. 363.

exertions of Captain Berry the Vanguard was equipped A.D. with a jury fore-mast and topmasts, and on the 28th the 1798 Squadron put to sea, and reached the rendezvous on the 4th of June, the following day it was joined by Captain Hardy in La Mutine, who brought the acceptable intelligence that Captain Trowbridge had been detached from the fleet with ten sail of the line and a fifty gun ship to reinforce the Squadron*. A junction was happily effected at sunset on the 8th. Sir Horatio Nelson immediately went in quest of the enemy's fleet, which he had certain intelligence had sailed from Toulon on the 22d of May, with the wind at N.W. which naturally led him to conclude that their course was up the Mediterranean; La Mutine was immediately dispatched to Civita Vecchia and along the Roman coast to gain intelligence, whilst the admiral, with the fleet, steered towards Corsica, which island they made on the 12th; and passing between the islands was the following day rejoined off the Roman coast by La Mutine, without Captain Hardy's being able to gain any intelligence of the enemy. The admiral was now determined to proceed off Naples. On the 16th, being in sight of Mount Vesuvius, Captain Trowbridge was sent, in La Mutine, to obtain what information he could from Sir William Hamilton. He returned with a report only that the French fleet were gone towards Malta. The admiral lost no time in pushing, by the shortest cut, for that island, and on the 20th passed through the Faro di Messina with a fair wind. A boat, sent off by the British consul, informed the admiral that Malta had actually surrendered to the French. A plan was immediately formed to attack their fleet at Goza, where it was reported they were at anchor. At day-light on the 22d of June, La Mutine spoke a Genoese brig from Malta, which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N.W. The admiral instantly bore up and steered to the S. E. with all possible sail. From this time to the 29th the fleet had only spoken with three vessels, two of which had come from Alexandria, and the other from the Archipelago, without having seen any thing of the enemy's fleet. On the same day they saw the Pharos Tower of Alexandria; and on approaching the land with a press of sail, saw distinctly both the

* Appendix, Chap. II. No. 364.

A.D. 1798 harbours, in neither of which, to the admiral's great disappointment, was a French ship to be seen. He now shaped his course for the coast of Caramenea, which was discovered on the 4th of July; and steered along the south side of Candia, under a press of sail, with a contrary wind both night and day, until the 18th, when they made the island of Sicily, and entered the port of Syracuse. Although many of the ships were in great want of water from not having had a supply since the 6th of May, the fleet was completed and ready for sea in five days. On the 25th of July they again sailed without having been able, whilst at Syracuse, to obtain any certain intelligence of the destination of the enemy. Sir Horatio Nelson being still prepossessed that a descent on Egypt was their object, steered for the Morea, where it occurred to him that some authentic information might be obtained. On the 25th, the fleet being off the Gulph of Caron, Captain Trowbridge was dispatched in the Culloden to get intelligence; in about three hours that active officer returned, having learned from the Turkish governor that the French fleet had been seen steering to the S.E. from Candia about four weeks before. Upon this information the admiral was resolved once more to visit Alexandria, and accordingly steered for that place. On the 1st of August, at noon, they were in sight of the Pharos of Alexandria, and observed the harbours to be full of shipping. Soon after the Zealous, Captain Hood, discovered the enemy's ships of war at anchor in Aboukir bay, in line of battle, which he instantly communicated by signal, with their number. The admiral directly hauled his wind, and was followed by the whole fleet with the greatest alacrity. The signal was also made to prepare for battle, and that it was the admiral's intention to attack the enemy's van and centre as they lay at anchor, according to a plan which he had some time before communicated to the captains of his squadron. The admiral's idea in this disposition of his force was, first, to secure the victory, and then to make the most of it, as circumstances might permit. A bower cable of each ship was immediately got out abaft, and bent forward. The fleet carrying sail and standing in in close line of battle for that of the enemy's, which appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats,
four

four frigates, and a battery of guns and mortars on an island in their van*. The position of the enemy presented the most formidable obstacles: but the admiral viewed these with the eye of a seaman determined on attack, and it instantly struck his eager and penetrating mind, that where there was room for an enemy's ship to swing, there was room for one of our's to anchor. No further signal was necessary than those which had already been made. The action commenced at sun-set, which was at 31 minutes past six, with an ardour and vigour which it is impossible to describe. The Goliath and Zealous had the honour to lead inside, and to receive the first fire from the van ships of the enemy, as well as from their batteries and gun-boats, with which their van was strengthened. These two ships, with the Orion, Audacious, and Theseus, took their stations inside the enemy's line, and were immediately in close action.

They were unavoidably exposed to the whole broadsides of the French line, until they could take their respective stations; the enemy received them with great firmness and deliberation, no colours were hoisted on either side, nor a gun fired, till the British van ships were within half gun shot.

The Vanguard anchored the first on the outside of the enemy, and was opposed within half pistol shot, to Le Spartiate, on whom she opened a most tremendous fire, covering the approach of those in the rear, which were following in a close line. The Minotaur, Defence, Bel-lerophon, Majestic, Swiftsure, and Alexander came up in succession, and passing within hail of the Vanguard, took their respective stations, opposed to the enemy's line. As the ships anchored by the stern, the line became inverted from van to rear.

Captain Thompson of the Leander of 50 guns, with a degree of judgment highly honourable to his professional character, advanced towards the enemy's line on the outside, and most judiciously dropped his anchor athwart hawse of Le Franklin, raking her with great success; the shot from the Leander's broadside, which passed that ship all striking L'Orient, the flag-ship of the French commander in chief.

* Appendix, Chap. II. No. 365.

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At about 7 o'clock, total darkness came on ; but the whole hemisphere, was, at intervals, illuminated by the fire of the hostile fleets. The British ships had at this time hoisted their distinguishing lights by a signal from the admiral.

The battle now raged with unremitting fury. In less than twelve minutes *Le Guerrier*, the van ship of the enemy, was dismasted ; and in ten minutes after, the *Conquerant* and *Le Spartiate* the second and third ships shared the same fate. At half past 8, *L'Aquilon* and *Le Souverain Peuple*, the fourth and fifth ships in the enemy's line were taken possession of by the British. At the same time, Captain Berry sent Lieutenant Galway, of the *Vanguard*, with a party of marines to take possession of *Le Spartiate*, that officer returned by the boat the French captain's sword, which Captain Berry delivered to the admiral, who was then below, in consequence of the severe wound which he had received in the head during the heat of the action.

Victory now appeared to declare itself in favour of the British, for although *L'Orient*, *L'Heureux*, and *Tonnant* were not taken possession of, they were considered as completely in their power.

At ten minutes after nine, a fire was observed on board *L'Orient*, the French admiral's ship, which seemed to proceed from the after part of the cabin, and increased with such rapidity, that the whole after-part of the ship was soon involved in flames. This circumstance Captain Berry immediately communicated to the admiral, who though suffering severely from his wound, came upon deck, where the first consideration that struck his mind, was concern for the danger of so many lives ; to save as many as possible of whom, he ordered Captain Berry to make every practicable exertion. A boat, the only one that could swim, was instantly dispatched from the *Vanguard*, and other ships, which were in a condition to do so, followed the example ; by which means the lives of above seventy Frenchmen were saved.

The cannonading was still partially kept up to leeward of the centre till about 10 o'clock, when *L'Orient* blew up with a most tremendous explosion. An awful pause, and death-like silence for about three minutes ensued, when the wreck of the masts, yards, &c. which had been carried the

to a vast height, fell down into the water, and on board the surrounding ships. A port-fire from L'Orient, fell into the main royal of the Alexander, the fire occasioned by which, was however extinguished in about two minutes, by the active exertions of captain Ball.

The Bellerophon, whose masts and cables had been entirely shot away, could not retain her situation abreast of L'Orient, and drifted out of the line to the lee side of the bay, a little before the ship blew up; by which fortunate circumstance she perhaps escaped being demolished.

After this dreadful scene, the firing recommenced with the ships to leeward of the center till twenty minutes past ten, when there was a total cessation of firing for about ten minutes; after which it was revived till about three in the morning, when it again ceased.

The victory having been secured in the van, such of the British ships as were in a condition to move, went down to attack the fresh ships of the enemy.

At five minutes past five in the morning, the two rear ships of the enemy, Le Guillaume Tell and Le Genereux, were the only French ships of the line that had their colours flying.

At fifty-four minutes past five, L'Artemise French frigate, fired a broadside and struck her colours; but such was the unwarrantable and infamous conduct of the French captain, that after having thus surrendered, he set fire to his ship, and with part of the crew, made his escape on shore.

Another of the French frigates, La Serieuse appeared to have been sunk from the fire of some of the British line; but as her poop remained above water, her men were saved upon it, and were taken off by the boats of the fleet.

At 11 o'clock, Le Genereux, and Guillaume Tell, with the two frigates, La Justice and La Diane, cut their cables and stood out to sea, pursued by the Zealous, Captain Hood; but as there was no other ship in condition to support her, she was recalled; and these ships effected their escape.

The whole day of the 2d, was employed in securing the ships that had struck, excepting the Tonnant and Timoleon, as they were both dismasted, and consequently could not escape; they were left for the last to be taken possession of.

The enemy availed himself of this opportunity, and on

A.D. 1798 the morning of the 3d, set fire to *La Timoleon*, and the cable of *Le Tonnant* being cut, she drifted on shore; but by the active exertions of Captain Miller of the *Theseus*, she was soon got off again, and added to the British line.

From the over anxiety and zeal of Captain Trowbridge to get into action, the *Culloden* in standing in for the van of the enemy's line, unfortunately grounded upon the tail of a shoal, running off from the island, on which were the mortar and gun batteries of the enemy; and notwithstanding all the efforts of that able officer, and his ship's company, she could not be got off, until the morning of the 2d; when it was found she had suffered considerable damage; that her rudder was beaten off, and she could scarcely be kept a-float with all pumps going. In four days, however, by the persevering and indefatigable exertions of Captain Trowbridge, a new rudder was made, and shipped; and the *Culloden* was again in a state for actual service, though still very leaky.

Sir Horatio Nelson next bent his attention to those of the enemy who were wounded, by establishing a truce with the commandant of Aboukir; and through him made communication to the commandant of Alexandria; signifying his intention to allow all the wounded Frenchmen to be taken a-shore, with their own surgeons to attend them. This proposal was well received by the French, and immediately carried into effect.

During the action, the shores of the bay were lined with the Arabs and Mamelukes; who saw with a degree of exultation almost equal to the British, that victory was decisively in their favour. To demonstrate their transport, they illuminated the whole coast and country, as far as could be seen, for three successive nights.*

So soon as the prizes were completely secured, and every thing wore a more tranquil aspect; the admiral's first consideration was to offer up his thanksgiving to that Supreme Being, to whom he felt the strongest emotions of gratitude for the signal success, which by his divine favour had crowned his endeavours with victory. He accordingly, on the morning of the 2d, issued the following memorandum to the captains of his squadron.

* Extract taken from a narrative, which appeared in the *European Magazine*, January, 1799, said to be drawn up from minutes taken by an officer of rank in the squadron.

*“ Vanguard, off the Mouth of the Nile, A.D.
2d Day of August, 1798.”* 1798

“ Almighty God having blessed his Majesty’s arms with victory; the admiral intends returning public thanksgiving for the same, at 2 o’clock this day, and he recommends every ship doing the same, as soon as convenient.”

“ To the respective Captains of the Squadron.”

This solemn act of gratitude to Heaven, seemed to make a very deep impression upon several of the prisoners, both officers and men, some of the former of whom remarked, “ that it was no wonder we could preserve such order and discipline, when we could impress the minds of our men with such sentiments after a victory so great, and at a moment of such seeming confusion.”

On the same day, the following memorandum was issued to all the ships, expressive of the admiral’s sentiments of the noble exertions of the different officers and men of his squadron.

*“ Vanguard, 2d Day of August, 1798,
off the Mouth of the Nile.”*

“ The admiral most heartily congratulates the captains, officers, seamen and marines, of the squadron he has the honour to command, on the event of the late action; and he desires they will accept his most sincere and cordial thanks, for their very gallant behaviour in this glorious battle. It must forcibly strike every British seaman, how superior their conduct is, when in *discipline and good order*, to the riotous behaviour of lawless Frenchmen.

“ The Squadron may be assured the admiral will not fail, with his dispatches, to represent their truly meritorious conduct in the strongest terms to the commander in chief.”

*“ To the Captains of the Ships of the Squadron.”**

K 2

On

* After this glorious victory obtained over the French fleet, the captains of the British squadron presented their gallant chief, each with some relic made from the wreck of L’Orient; one of them was a coffin made from the wood and iron work of her main-mast, and presented to the admiral, by Captain Benjamin Hallowell, of the *Swiftsure*, accompanied with the following note.

“ Sir,

Swiftsure, August, 1798.

“ I have taken the liberty of presenting you a coffin, made from the main-mast of L’Orient, that when you have finished your military career in this world, you may be buried in one of your trophies; but that, that period may be far distant, is the earnest wish of your sincere friend,

B. HALLOWELL.

Sir HORATIO NELSON, Rear Admiral of the Blue, &c. &c.

A.D. 1798 On the 5th day of August, Captain Berry, of the Vanguard, sailed in the Leander, with the admiral's dispatches to the commander in chief, off Cadiz, of which the following is a copy.

“ *Vanguard, off the Mouth of the Nile,*
“ My Lord, *August 3d, 1798.*”

“ Almighty God has blessed his Majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sun-set, on the 1st of August, off the mouth of the Nile. The enemy were moored in a strong line of battle, for defending the entrance of the bay, (of Shoals) flanked by numerous gun boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the Squadron your lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible.

“ Could any thing from my pen add to the characters of the captains, I would write it with pleasure; but that is impossible.

“ I have to regret the loss of Captain Westcott, of the Majestic, who was killed early in the action; but the ship was continued to be so well fought by her first lieutenant, Mr. Cuthbert, that I have given him an order to command her till your lordship's pleasure is known.

“ The ships of the enemy, all but their two rear ships, are nearly dismasted; and those two, with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it; but I had no ship in a condition to support the Zealous, and I was obliged to call her in.

“ The support and assistance I have received from Captain Berry, cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck; but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the commander in chief being burnt in L'Orient.”

“ Herewith

“ Herewith I transmit you lists of the killed and wounded, and the lines of battle of ourselves and the French.* A.D. 1798

“ I have the honour to be, &c.

“ HORATIO NELSON.”

“ To Admiral Earl St. VINCENT,
Commander in Chief, &c. off Cadiz.”

The Admiral soon after sent the Hon. Captain Capel, of *Le Mutine* sloop of war, with a copy of his dispatches to the commander in chief, with orders to land at Naples, and proceed from thence to England. He also dispatched Lieutenant Duval, of the *Zealous*, over land, with a letter to the governor of Bombay, of which the following is a copy.

“ *Vanguard, Mouth of the Nile,*
9th August, 1798.”

“ Sir,

“ Although I hope that the consuls, who are, or ought to be, resident in Egypt, have sent you an express of the situation of affairs here: yet, as I know Mr. Baldwin has some months left Alexandria, it is possible you may not be regularly informed; I shall therefore relate to you briefly, that a French army of 40,000 men in 300 transports, with 13 sail of the line, 11 frigates, bomb vessels, gun-boats, &c. &c. arrived at Alexandria on the 1st of July; on the 7th, they left it for Cairo, where they arrived on the 22d. During their march they had some actions with the Mamelukes, which the French call victories. As I have Bonaparte's dispatches now before me, which I took yesterday, I speak positively; he says, “ I am now going to send off to take Suez and Damietta:” he does not speak favourably of either country or people; but there is such bombast in his letters, that it is difficult to get at the truth; but you may be sure he is only master of what his army covers. From all the enquiries which I have been able to make, I cannot learn that any French vessels are at Suez, to carry any part of his army to India. Bombay (if they can get there) I know is the first object; but I trust the Almighty God, in Egypt, will overthrow these

A.D. 1798 pest of the human race. It has been in my power to prevent 12,000 men from leaving Genoa, and also to take 11 sail of the line and two frigates; two sail of the line and two frigates have escaped me. This glorious battle was fought at the mouth of the Nile, at anchor; it began at sun-set, and was not finished at three the next morning; it has been severe, but God favoured our endeavours with a great victory. I am now at anchor between Alexandria and Rosetta, to prevent their communication by water, and nothing under a regiment can pass by land. But I should have informed you, that the French have 4000 men posted at Rosetta, to keep open the mouth of the Nile. Alexandria, both town and shipping, are so distressed for provisions, that they can only get them from the Nile by water; therefore I cannot guess the good which may attend my holding our present position: for Bonaparte writes his distress for stores, artillery, and things for their hospital, &c. All useful communication is at an end between Alexandria and Cairo: you may be sure I shall remain here as long as possible. Bonaparte had never yet to contend with an English Officer; and I shall endeavour to make him respect us."

"This is all I have to communicate; I am confident every precaution will be taken to prevent in future any vessels going to Suez, which may be able to carry troops to India. If my letter is not so correct as might be expected, I trust your excuse, when I tell you my brain is so shaken with the wound in my head, that I am sensible I am not so clear as I could be wished; but whilst a ray of reason remains, my heart and hand shall ever be exerted for the benefit of our king and country."

"I have the honour to be, &c.

(Signed)

"HORATIO NELSON."

This important victory was no sooner made known at Constantinople, than the Grand Signor directed a superb diamond aigrette (called a Chelengk, or plume of triumph) taken from one of the imperial turbans, with a pelice of sable fur of the first quality, to be sent to Sir Horatio Nelson.

He directed also a purse of 2000 sequins to be distributed among the British seamen wounded at the battle of the Nile.

The

The Grand Signor's mother sent the admiral a rose set with diamonds, of great value. A.D. 1798

The Island of Zante presented him with a gold-headed sword and cane, as an acknowledgement, that had it not been for the battle of the Nile, they could not have been liberated from French cruelty.

Amongst the letters from the French, which were intercepted by the fleet, under Sir Horatio Nelson, was found the following one from Rear Admiral Ganteaume, to General Bruix, Minister of the Marine, and of the Colonies, giving an account of the action on the 1st of August.

“ Citizen Minister, *Alexandria, August 23d.*

“ Obligated to give you an account of the most fatal of disasters, it is with piercing and heartfelt sorrow that I acquit myself of this melancholy part of my duty.

“ Eleven sail of the line taken, burnt, and lost for France, our best officers killed or wounded, the coasts of our new colony laid open to the invasion of the enemy; such are the dreadful results of an engagement which took place on the night of the 1st instant, between our fleet and that of the English, under the command of Admiral Nelson.

“ From the experience which you have had, Citizen Minister, in our ports during the course of this war, it will, doubtless, be easy for you to judge, whether the crews of a fleet, so hastily fitted out as ours, could be reasonably expected to be well composed; and whether we could hope to find amongst men collected at random, as it were, almost at the very instant of our departure, able mariners, and skilful and experienced canoneers. The favourable season, however, the care and attention of the officers, and, perhaps a certain portion of good luck, seconded the progress of the fleet so effectually, that, together with its convoy, it reached the coast of Egypt without any accident whatever.

“ The admiral has most assuredly informed you, that on our arrival at Alexandria, we learned that an English squadron of 14 sail had been there three days before us. It would have been the most prudent step, perhaps, to have quitted the coast the moment the descent had been effected; but the admiral, who waited for the orders of the commander in chief (whose army naturally derived a great degree of confidence from the presence of the squadron) did not think

A.D. himself justified in quitting the coast; but took, on the contrary, a strong position in the anchoring ground of Be-
1798 quires.

“ This road, by its proximity to Rosetta, enabled him to receive on board the necessary supplies for the fleet, and to replace, though with infinite risk and pains, some part of the water that was daily consumed on board. It was therefore, unfortunately determined to moor the fleet in one line, in an open situation, and which could not be protected from the shore.

“ Fatal intelligence received from time to time, by neutral vessels, announced the return of the enemy's squadron. It had been seen off the Isle of Candia, steering to the westward. The conduct of this fleet, which though superior to ours, had not waited for us before Alexandria, but made sail to the west, while we were effecting our debarkation, which it might easily have thwarted or prevented, unhappily confirmed us in the opinion that it had no orders to attack us, and produced a boundless and fatal security.

“ On the 21st of July, however, two of the enemy's frigates reconnoitered us, and on the 31st, about two in the afternoon, the whole fleet hove in sight. It was composed of 14 sail of the line and two brigs. The wind was northerly and rather fresh. They bore down with a press of sail on our fleet, and clearly announced a design to attack us.

“ The measures which the admiral took on this occasion, the resolution to engage at anchor, and the results of this horrible affair, are detailed in the abstract, which I have subjoined to the present letter; in that I have delineated every circumstance as it appeared to me on this too grievous and too dreadful night.

“ L'Orient took fire; it was by an accident which I cannot yet comprehend, that I escaped from the midst of the flames, and was taken into a yawl that was lying under the ship's counter. Not being able to reach the Vessel of General Villeneuve, I made for this place, from whence I have now the mortification of transmitting you these melancholy details.

“ The Franklin, the Spartiate, the Tonnant, the Peuple Souverain, and the Conquerant, are taken. They got their topmasts up, and sailed with the enemy's squadron, which quitted the coast on the 18th of August, leaving here a small division of four ships of the line and two frigates.

“ The

" The *Mercure*, the *Heureux*, and the *Guerrier* have been burnt by the enemy. The two first run aground during the action, and were bulged when they took possession of them. A.D. 1798

" The *Timoleon*, incapable of making her escape, was run on shore by Captain Trulet, who set her on fire, after putting all the crew either into his own boats, or into those which were sent him from the rest of the fleet.

" The two frigates, the *Artémise* and the *Sérieuse* were destroyed in spite of the enemy's endeavours to preserve them; the first was burnt, and the other sunk.

" The sole relicks then of this unfortunate armament was comprised in the division of frigates, corvettes, and flutes, which are now at Alexandria; and in that of General Villeneuve, who, by a bold manœuvre, made his escape from the enemy. You will see by my abstract*, that this latter division is composed of two ships of the line, and two frigates, the *Guillaume Tell*, the *Genereux*, the *Diane*, and the *Justice*.

" Placed by my rank at the head of that part of our unfortunate remnant which remains heret, Admiral Nelson proposed to me to receive the wounded and other prisoners. In concert with General Kleber, commandant of the town, I have acquiesced in his proposition; and 3100 prisoners, of whom about 800 are wounded, have been put on shore since the 6th of August.

" By means of this correspondence we have collected some information respecting our personal losses. My pen trembles in my hand, while in conformity to my duty, I attempt to particularize our misfortunes.

" The Admiral, the Chiefs of Division, *Casa Bianca*, *Thévenard*, *Du Petits Thenars*, are killed, and six other superior officers whose names are subjoined†, dangerously wounded. I have not yet been able to procure an exact list of the privates killed and wounded, on account of Admiral Nelson's refusing to send me the commissaries of the captured vessels, with their roles d'équipage.

" Since the action, the enemy are masters of the whole coast, and interrupt all our communications; the other day

* The end of this letter.

† See Official Document; Appendix Chap. II. No. 366.

‡ These names do not appear; they were probably omitted in the hurry of making up the dispatches. Note of the translator.

A.D. 1798 they captured the *Fortune*, a corvette, which the admiral had sent to cruize off Damietta. The English squadron, as I had the honour of mentioning to you above, sailed, it is said, for Sicily, on the 18th instant. The division which is stationed here consists of four seventy-fours, and two frigates.

“ On account of the extraordinary care which the English always take to conceal their loss of men, we have been able to procure no information on the subject that can be relied on. We are assured, however, that Admiral Nelson is dangerously wounded in the head, and that two captains are killed; we are also told that two of their ships, the *Majestic* and the *Bellerophon*, had each 150 men killed and wounded.

“ In the situation in which we are, blocked up by a very superior force, I am still ignorant, Citizen Minister, what measures we shall pursue with the feeble maritime resources that yet remain to us in this port; but if I must need speak the truth, such as it really appears to me, I then say, that, after so dreadful a disaster, I conceive nothing but a peace can consolidate the establishment of our new colony. May our Governors procure us a solid and honorable one.

“ I am, with respect,

“ GANTEAUME.”

Alexandria, August 5th.

“ *Abstract of the Engagement which took Place on the Night of the first of August, between the French Fleet, and that of Great Britain, under the Command of Rear Admiral Nelson.*”

“ At two in the afternoon the *Heureux* threw out a signal of twelve sail in the W. N. W. Our men on the lookout discovered them at the same time, and counted successively as many as 16. We were not long in recognizing these vessels to be an English squadron, composed of 14 sail of the line, and 2 brigs.

“ The enemy steered for our anchoring ground, with a press of sail, having a brig founding ahead. The wind at N. and rather fresh.

“ The two brigs, the *Alceste* and the *Railleur*, were immediately ordered to make all sail to windward to prevent the enemy's light vessel from continuing her soundings.

“ The

“ The signals for stowing the hammocks, and making ready for fight, for announcing the resolution for engaging at anchor, and for recalling the men on board their respective ships, were all made at three. A.D.
1798

“ The long boats employed in watering were also recalled; a boat was hastily dispatched from the *Artemise* to the shoals of Rosetta, to acquaint the transports there with the appearance of an enemy; and finally, the frigates and corvettes were ordered to send as many of their men as possible on board the ships of the line.

“ The enemy's squadron continued to advance with a press of sail; after standing off to a considerable distance to avoid the breakers on the island, it hauled its wind, shortened sail, and clearly manifested a design to attack us.

“ At three quarters after five, the battery on the little island threw some bombs, which fell into the van of the enemy's line. At six the admiral threw out the signal for commencing the engagement; and, shortly after, the two headmost ships began firing.

“ Several of the enemy's vessels having suddenly shortened sail, had turned the head of our line, and letting go their anchors, with a cable astern, had ranged alongside, between us and the land, while others had moored themselves within pistol shot of us on the other side. By this manœuvre, all our vessels, as far down as the *Tonnant*, found themselves completely enveloped, and placed between two fires.

“ It appeared to us, that in executing this manœuvre, two of their vessels had run aground; one of them, however, was immediately got off.

“ The attack and the defence were extremely brisk: the whole of our van was attacked on both sides, and sometimes raked. In this disorder, and involved as we were in continual clouds of smoke, it was extremely difficult to distinguish the different movements of the line.

“ At the beginning of the action, the admiral, all the superior officers, the first commissary, and about twenty pilots and masters of transports, were on the poop of the ship, employed in serving the musketry. All the soldiers and sailors were ordered to the guns on the main and lower decks: the twelve pounders were not half manned.

“ After the action had lasted about an hour, the admiral was wounded in the body and in the head; he then came down

A.D. 1798 down from the poop, and a short time after was killed on the quarter-deck.

“Obliged to defend ourselves on both sides, we gave up the twelve pounders; but the twenty-four and thirty-six's kept up their fire with all possible ardour. The Franklin and the Tonnant appeared to be in as critical a situation as ourselves.

“The English having utterly destroyed our van, suffered their ships to drift forward, still ranging along our line, and taking their different stations around us: while we (M. S. illegible) van cut off, were frequently obliged to veer away our cable, or our hawser, to enable us to present our broadside to the enemy.

“One of their ships, however, which lay close to us on the starboard side totally dismasted, ceased her fire, and cut her cable to get out of the reach of our guns; but obliged to defend ourselves against two others who were furiously thundering upon us on the larboard quarter, and on the starboard bow, we were again compelled to heave in some of our cable.

“The thirty-six and twenty-four pounders were still firing briskly, when an explosion took place on the after part of the quarter-deck. We already had a boat on fire, but we had cut it away, and so avoided the danger. We had also thrown a hammock, and some other things which were in flames, overboard; but this third time the fire spread so rapidly and instantaneously amongst the fragments of every kind, with which the poop was incumbered, that all was soon in flames. The fire pumps had been dashed to pieces by the enemy's balls; and the tubs and buckets rendered useless.

“An order was given to cease firing, that all hands might be at liberty to bring water; but such was the ardour of the moment, that in the tumult the guns of the lower deck still continued their fire. Although the officers had called all the people up from below, the flames had in a very short time, made a most alarming progress; and we had but few means in our power of checking them.

“Our main and mizen-masts fell overboard, and we soon saw there was no saving the ship, the fire having already gained the poop, and even the quarter-deck.

“The captain and second captain had been wounded some time before; General Ganteaume took upon himself therefore

therefore the command, and ordered the scuttles to be opened, and every body to quit the ship. A.D. 1798

“ The fire broke out about a quarter before ten; and at half after ten the ship blew up, although we had taken the precaution to open all the water courses. Some of the crew saved themselves on the wreck; the rest perished.

“ The action continued all the night with the ships in the rear; and at break of day we discovered that the *Guerrier*, the *Conquerant*, the *Spartiate*, the *Aquilon*, the *Peuple Souveraine*, and the *Franklin*, had hauled down their colours, and were in possession of the enemy. The *Timoleon*, with all her masts gone, was dropped a-stern of the fleet, her colours still flying. The *Heureux* and the *Mercur*, which had now run a-ground, were attacked, and obliged to strike in the morning. The *Artémise* was set on fire at eight o'clock, and the *Serieuse* sunk.

“ The *Guillaume Tell*, the *Genereux*, the *Timoleon*, the *Diana*, and the *Justice*, with their colours still flying, were engaged with some English vessels during a part of the morning; but this division, with the exception of the *Timoleon*, set their sails about 11 o'clock, and stood off to sea.

“ The *Timoleon* run on shore; and we have since heard that the captain, after landing all his men, set her on fire the next morning, to prevent her falling into the hands of the enemy.*

“ Such are the results of this horrible affair; and we have detailed them as they presented themselves to our memory, not having been able to preserve a paper or note of any kind.

“ Rear Admiral GANTEAUME.”

Thus it will appear from the documents referred to in the Appendix, as well as other statements given of the enemy's force, that this armament, when it sailed from Toulon, was composed of the following number of men, viz.

Land forces	-	42,000
Sea ditto	-	10,810*
Ships at Alexandria, &c.	-	4,948
† Flotilla on the Nile	-	1,500
Transports	-	3,017

Total, 62,275

* 350 of these poor wretches were murdered by the Arabs.

† As no return had been made of the number of men on board the flotilla, we rate them at 100 men on board of each vessel.

A.D. 1798 On the 18th of August Rear Admiral Nelson having refitted the ships of his fleet and the prizes, in the best manner the stores which he had would permit, sailed from the bay of Aboukir, leaving Captain Samuel Hood, with four sail of the line and two frigates,* to block up the port of Alexandria, and also to intercept any supplies which might be sent to the French army.

On the 22d of September Sir Horatio Nelson arrived at Naples in the Vanguard, accompanied by the Thalia frigate: here he found the Culloden, Alexander, and Bonne Citoyenne, which had arrived four days before him. The King of Naples instantly went off in his barge, and honoured the admiral with a visit on board the Vanguard, where he continued until she anchored. When Sir Horatio Nelson landed, he was received amidst the repeated shouts of a rejoicing people, who looked up to him as their deliverer.†

The French prizes were entrusted to the care of Sir James Saumarez, with a detachment of the fleet; they stopped at the port of Augusta, in Sicily, to get water and refreshments; from thence proceeded off Malta; and, in conjunction with the Portuguese squadron, under the command of the Marquis Nizza, summoned the French to surrender and evacuate that island, which was peremptorily refused by M. Vaubois, the commander in chief of the Valetta: Sir James Saumarez therefore sailed for Gibraltar, and left the Portuguese to block up the ports on that island.

It is now necessary to relate such events as occurred previous to the battle of the Nile, and from thence to proceed chronologically on.

On the 14th of May Captain Middleton, in the Flora, gave chase to a French brig corvette, which took shelter in a small harbour on the island of Corigo. There not being a sufficient depth of water for the Flora to follow her, Captain Middleton dispatched his boats armed, under the directions of Lieutenants Russel and Hepenstall, to cut her out; which service they effected in a most gallant manner, bring-

* Appendix, Chap. II. No. 367.

† The King of Naples created Lord Nelson Duke of Bronti, and ceded to him a territory annexed to it, worth 3000l. per annum: at the same time presented him with a sword richly set with brilliants, value 60,000 ducats.

ing her off in triumph, notwithstanding a heavy fire from two batteries at the entrance of the harbour, with the loss of one man killed and eight wounded. She proved to be Le Mondovi, of 16 guns, and 68 men, one of whom was killed, eight wounded, and four drowned. A.D. 1798

On the 12th of June a court-martial was assembled and held on board his Majesty's ship Prince, before Cadiz, to try Lord Henry Powlett, captain of the Thalia, on a charge exhibited against him by Lieutenant Robert Forbes of the said ship, for behaving in an infamous, scandalous, and oppressive manner, by striking him publicly on the quarter-deck, when in the execution of his office, thereby committing a breach of the 33d article of war.

The Court was composed of the following members, viz.

President,

Sir Roger Curtis, Bart. Rear Admiral of the Red.

Sir William Parker, Bart.
Rear Ad. of the Red.

T. Lenox Frederic, Esq.
Rear Ad. of the Blue.

Sir John Orde, Bart.

Rear Ad. of the White

Sir Robert Calder, Knt.

Capt. of the Fleet.

Captains,

Cuthbert Collingwood,
Henry Savage,
John Child Purvis,
John Markham,

Peter Aplin,
John Knight,
George Murray,
William O'B. Drury:

The Court having heard the evidence for the prosecution, as well as that of the prisoner, together with what he had to advance in his defence, pronounced the following sentence, which was read by the Judge Advocate.

" That the Court was of opinion, that the charge had
" been proved against the prisoner, Lord Henry Powlett,
" and did therefore adjudge him to be dismissed from his
" Majesty's service; but in consideration of the whole cir-
" cumstances of the case, the Court did humbly presume to
" recommend him as a proper object for his Majesty's most
" gracious consideration.*

" Signed by the Court."

* Lord Henry Powlett, soon after his return to England, was restored to his rank, and appointed to the command of the Defence, of 74 guns, on the vacancy of Captain John Peyton, who, on account of indisposition, returned home in the Colossus.

A.D. 1798 On the 16th of June Captain Henry Digby, in the *Aurora*, being off Curmes, discovered a Spanish brigantine and schooner at anchor in the harbour, which he destroyed, by sending the ship's boats in armed, under the command of Lieutenant Lloyd. On the 19th Captain Digby chased and drove on shore a corvette and two brigs in the harbour of Cedeira. On the 22d he gave chase to a ship off Cape Machichicao, scudding with a N.W. wind between him and the land, which he soon perceived to be an enemy's cruizer. On observing the *Aurora* to be in pursuit of her, she hauled more in for the land, and at half past three in the afternoon anchored under a fort and hoisted French colours. At four the *Aurora* arrived within half gun-shot of the enemy, and discharged three or four broadsides into her with such effect that her masts fell over the side, and her cables (riding with three ahead) being shot away, she drove on shore upon the rocks, the sea making a breach over her. The wind having increased to a hard gale, right on the shore, Captain Digby was obliged to haul out and stand to sea, leaving the enemy to his fate. Two days after Captain Digby learned, by the crew of a Spanish fishing boat, that she had gone to pieces, and many of her people had been killed and wounded from the fire of the *Aurora*.

On the 27th of June the *Seahorse* frigate, commanded by Captain Edward James Foote, being about 12 leagues from the island of Pantelaria, in quest of the squadron under the command of Rear-Admiral Nelson, fell in with and after a chase of twelve hours, and a close action of eight minutes, captured *La Sensible*, French frigate, commanded by M. Bourde, Capitaine de Vaisseau, mounting 36 guns and 300 men, eighteen of whom were killed, the first and second captains with 35 men wounded. She was on her passage from Malta to Toulon with an account of the capture of that island; and had on board the General of Division M. Baraguey D'Hilliers. The *Seahorse* had two men killed, Mr. Wilmot the first lieutenant, and 15 men wounded.

On the 15th of July Captain Manly Dixon, in the *Lion* of 64 guns, about twenty-nine leagues from Carthagen, discovered, at nine o'clock in the morning, four Spanish frigates,

frigates*, which he brought to close action at a quarter past eleven and continued with great briskness till ten minutes past one in the afternoon, when three of them made sail, and left the fourth to her fate, which had lost her fore-top-mast previous to the engagement. She proved to be the *Dorothea* of 42 guns and 370 men, commanded by Don Manuel Gerraro. Captain Dixon could get but an imperfect account of the numbers killed and wounded, but from the report of the prisoners, about 20 were killed and 32 wounded. The *Lion* had only two wounded; but was so much cut up in her masts, sails, and rigging, that she was rendered incapable of pursuing the other frigates, which made off close by the wind to the N.W.

At five o'clock in the evening of the 7th of August Capt. Loftus Otway Bland, in *L'Espoir* sloop of war, being about 5 leagues from Malaga, with a part of the Oran convoy under his charge, discovered a large ship steering as if with the intention of cutting off the convoy. To prevent which Captain Bland hauled out from them, and made sail to meet her. A little before seven he perceived her to be a man of war, and that she had hove to, to receive him. Having arrived within musket shot on the enemy's weather quarter, Captain Bland hoisted his colours, but the stranger without displaying his, hailed in an imperious manner, and in good English ordered him to go to leeward and strike, or he would sink him, at the same time firing a shot into *L'Espoir*, followed instantly by his whole broadside. A severe action ensued, and continued with much resolution on both sides till ten o'clock, when the enemy called for quarter, and said he was a Genoese. Captain Bland repeated to him that he was a British man of war, and ordered him to lower all his sails and come on board; to which he paid no attention, but kept shooting up as if to gain a situation to rake *L'Espoir*: thinking his force too great to be trifled with, Capt. Bland directed a broadside to be poured into him, which he returned; but upon *L'Espoir* shooting a-head and tacking to give him the other, he again cried out, begging not

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
* <i>Pomona</i>	42	350	{ Don Felix O'Neil, commodore. Don Francis Villamil, captain.
<i>Dorothea</i>	42	370	Don Manuel Gerraro.
<i>Cassilda</i>	42	350	Don Deam. Ferrara.
<i>Proserpine</i>	42	350	Don Quaj. Bial.

A.D. 1798 to fire any more, that he was badly wounded, and would obey his orders immediately. Upon his lowering his sails all firing ceased; and when taken possession of, was found to be the *Liguria*, Don Franc. de Orso commander, a Dutch frigate sold to the Genoese, mounting 17 eighteen-pounders, 4 twelve-pounders, 10 six-pounders, 12 long wall pieces, and 4 swivels, with 120 men on board, of all nations, seven of whom were killed, the first captain and thirteen men wounded.

Mr. Soulsby the master of *L'Espoir*, a promising and active young man, was killed, and six men wounded.

On the 18th of August Captain Thompson, in the *Leander*, having on board Captain Berry, charged with Rear-Admiral Nelson's dispatches to the commander in chief, being about five or six miles off the west end of Goza, near the island of Candia, at day break in the morning, discovered a large sail in the S. E. standing towards him with a fine breeze. The *Leander* being at this time becalmed, Captain Thompson soon made out the stranger to be a ship of the line. The *Leander* being above eighty men short of complement, and a number on board who were wounded on the 1st of August, Captain Thompson did not consider himself justified in seeking an action with a ship so much his superior in point of size; he therefore took every means in his power to avoid it, but soon found that the *Leander's* inferiority in sailing made the attempt inevitable; he therefore steered a course, with all sail set, which he judged would receive his adversary to the best advantage. At eight o'clock the strange ship, being to windward, had approached within random shot of the *Leander*, with Neapolitan colours hoisted, which he then changed to French; Captain Thompson was not to be deceived, having plainly made him out to be such some time before. At nine, being within half gun-shot of the *Leander's* weather quarter, Captain Thompson hauled up sufficiently to bring the broadside to bear, and immediately commenced a vigorous cannonade on him, which he instantly returned. The ships continued nearing each other until half past ten, keeping up a constant and heavy fire. At this time the enemy availed himself of the disabled condition of the *Leander* to lay her on board on the larboard bow; but a most spirited and well directed fire from the small party of marines on the poop and quarter-deck, supported by a furious

rious cannonade, prevented the enemy from taking advantage of his situation, and he was repulsed with much slaughter. A light breeze giving the ships way, enabled Captain Thompson to disentangle himself from the enemy; and soon afterwards he had the satisfaction to luff under his stern, and passing him within ten yards, deliberately discharged every gun into him. A. D.
1798

The action was now continued without intermission, within pistol shot, until half past three in the afternoon, when the enemy with a light breeze (for it had hitherto been almost calm with a perfect smooth sea) passed the Leander's bows and brought himself on her starboard side, where the guns had been nearly all disabled from the wreck of the spars which had fallen on that side. This producing a cessation of fire on her part, the enemy hailed to know if he had surrendered. The Leander was now totally ungovernable, being a complete wreck, not having a thing standing, but the shattered remains of the fore and main masts, and the bowsprit, her hull cut to pieces, the decks full of killed and wounded, and perceiving the enemy, who had only lost his mizen topmast, approaching to place himself athwart her stern, Captain Thompson in this defenceless situation, without the most distant hope of success, and himself badly wounded, asked Captain Berry, if he thought he could do more? who coinciding with him that further resistance was vain and impracticable, directed an answer to be given in the affirmative, and the enemy soon after took possession of his Majesty's ship.

Her antagonist proved to be *Le Genereux* of 74 guns, commanded by M. Lejoille, chef de division, who had escaped from the action of the 1st of August, having on board 900 men, 100 of whom were killed, and 188 wounded in the above contest with the Leander, whose loss was also considerable, having three midshipmen, twenty-four seamen, the serjeant and seven marines killed. Wounded, Captain Thompson, Lieutenants Taylor and Swiney; Mr. Lee the master, the boatswain, a master's mate, a midshipman, forty-one seamen, and nine marines. Total, 35 killed, and 58 wounded.

No sooner did Captain Thompson and his officers arrive on board *La Genereux*, than they were plundered of every article belonging to them, save the clothes on their backs. They expostulated in vain with the French captain on this

A.D. 1798 harsh treatment, and when they reminded him of the situation of the French officers made prisoners by Admiral Nelson, in comparison with those now taken in the *Leander*, he coolly replied, "J'en suis fâché, mais le fait est, que les François sont bons au pillage."

Captain Berry expressed a wish to have a pair of pistols returned to him, of which he had been plundered. They were produced by the man who stole them, and immediately secured by the French captain himself, who told Captain Berry that he would give him a pair of French pistols to protect him on his journey home, but this promise he never performed.

Captain Thompson and his gallant crew experienced various other acts of cruelty from these friends to liberty and equality, which would have disgraced a Barbary corsair, or the most desperate pirate. They even carried their inhumanity to such an extreme, that at the very moment the surgeon of the *Leander* was performing the surgical operations, they robbed him of his instruments, and the wound which Captain Thompson had received was nearly proving fatal by their forcibly withholding the attendance of his surgeon*.

The savage treatment of these brave men was even extended after their arrival at Corfu, into which place they carried the *Leander*, as will be evinced by the following letter, addressed to the Lords of the Admiralty, from Mr. Stanley, the British consul at Trieste†.

" *Trieste, 3d December, 1798.*

" My Lords,

" Thirty seamen of the *Leander*, which was taken and carried into Corfu, arrived here from that island the 20th ultimo; these poor men were forced away in three small inconvenient vessels, ten in each, some of them badly wounded, and in a very weak state, being obliged to lie on the decks, exposed to the inclemency of the season, seventeen days. On Friday ten more arrived from the same

* On Captain Thompson's return to England he was honourably acquitted by the sentence of a court-martial, the honour of knighthood conferred on him, and given a pension of 300l. per ann.

† The *Leander* was taken at Corfu, the following year, by the Russians and Turks. The Emperor of Russia ordered her to be restored to his Britannic Majesty.

place.

place. The first thirty, having finished their quarantine of thirteen days, came out this morning much recovered from the attention to their health and food. The last ten have suffered more than the others, being twenty-three days on their passage, and so short of provisions, that, had not some passengers taken compassion on them, they must have perished. I am sorry to observe the French behaved very badly to them in the shortness of provisions. I hope, by proper care, to restore these valuable meritorious men to their country and families.

I have the honour to be, &c.

EDWARD STANLEY,
British Consul at Trieste."

" Right Hon. Lords Commissioners
of the Admiralty."

The following is a letter full of absurdities and French bombast, written by the captain of *Le Genereux* on his arrival at Corfu.

" *Corfu, September 8, 1798.*

" I have the pleasure to announce to you my arrival at Corfu. I have been here for some days past, having brought in the English ship *Leander* of 74 guns, which I met near the isles of Goza and Candia, about a league from the shore. This ship had been sent to carry dispatches from Bequiers Road,* where the English had attacked us on the 1st of August. We were at anchor, but in a position certainly not very secure for our squadron; of this bad situation they took advantage, and having placed us between two fires, a most dreadful slaughter took place, the ships not being at a greater distance than pistol shot and at anchor. From the circumstance of the wind, with relation to the English ships, we should have been superior in the contest, if *L'Orient*, our admiral's ship, had not blown up in the air, which threw us all into disorder; as, to avoid the flames that had already reached *Le Tonnant*, every vessel was obliged to shift its station. Having, however, placed my ship in a situation favourable to the direction of its cannon, I fought her until three in the morning of the following day to that in which, at ten in the evening, *L'Orient* blew up.

" By a singular accident I missed having a broadside at

* Is meant Aboukir.

A. D. 1798 Captain Darby, who sailed with us in the last war from the Cape of Good Hope to Cadiz. His ship, the *Bellerophon* of 74 guns, sailed past me about half past ten in the evening, having lost her main-mast and mizen-mast. I fired three of our shots at her, which carried away the mast she was hoisting, and struck away one of the lanthorns of the poop.

"I immediately ordered one of my officers to go *in pursuit of, and to bring on board of my ship the captain of this ship*; but in half an hour afterwards, when I was about to send my boat on board her, the fire from several English ships being directed against me, compelled me rather to think of answering their guns than of taking possession of the other ship, and the slow manner in which the officer whom I had dispatched, proceeded to execute my orders, was the cause of my failing to take possession of this other ship.

"As to the *Leander*, I was obliged to fight with her for nearly four hours and three quarters. She carries 74 guns, 24 and 30 pounders on her lower deck, and 12 pounders on her upper. I should have made myself master of her in less than an hour, had we been at close fighting: during the engagement we boarded her, and I should have succeeded in making prize of her by boarding if I had a more active crew.

(Signed)

LEJOILLE, Jun."

On the 22d of August Captain George Hope, in the *Alcmene* frigate, captured, off Alexandria, *Le Legere* French gun-boat, charged with dispatches for Bonaparte, which were thrown overboard, but not unperceived by John Taylor and James Harding, seamen belonging to the *Alcmene*, who, at the risk of their lives, (the ship then going between five and six knots) dashed overboard and saved the whole of them*.

On the 25th, at one o'clock in the morning, Captain Thomas Foley dispatched the boats of the *Goliath*, under the command of Lieutenant Debusk, to attack a French armed ketch which was moored under the guns of the castle of Aboukir; which service he effected by gallantly

* These brave fellows were rewarded by the City of London with a pension of 20l. per annum each.

boarding

boarding her, and after an obstinate resistance of 15 minutes brought her off. She proved to be *La Torride*, mounting three long 18-pounders, four swivels, and well appointed in small arms, with a crew of 70 men, 3 of whom were killed; M. Martin Bedar, lieutenant de vaisseau, her commander, with 10 of his men, were badly wounded. In the attack, Lieutenant Debusk and one man were wounded.

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On the 2d of September the *Seahorse* and *Emerald* being off Alexandria, gave chase to a French gun-boat, which run on shore, and anchored near an Arab town. The ships immediately dispatched their boats to bring her off; upon their approach the Frenchman opened his fire on them, cut his cable, and ran ashore among the breakers. The crew landed, and were instantly attacked by the Arabs, who put to death those that resisted, and stripped the rest of their clothes. Her commander, and a few of the men made their escape naked to the beach, where the ships' boats had by this time arrived, and begged on their knees to be taken on board. Notwithstanding the surf run extremely high, many of the men, with that humanity, which has often characterized British seamen, swam to the shore with lines and small casks, by which means they rescued the lives of those people from the fury of the Arabs. A young gentleman, midshipman of the *Emerald*, particularly distinguished himself, who, at the hazard of his own life, brought off M. Gorboune, the commander of the gun-boat, which proved to be *L'Anemene*, of 4 guns, and 62 men, from Toulon and Malta, having on board General Carmin and M. Naleth, aid-de-camp to General Bonaparte. These officers were among the number killed by the Arabs.

On the 20th Captain George Hope, in the *Alcmene* cut out of the road of Damietta, eight vessels laden with wine and other necessaries for the French army.

On the 9th of November, the expedition* which was destined for the reduction of the Island of Minorca, under the command of General the Hon. Charles Stuart, and Commodore Duckworth, appeared off that island, and immediately landed a body of troops at Addaya Creek near Fournella, without opposition from the enemy, who evacuated the fort, first blowing up their magazines and spiking the guns. The

* Appendix, Chap! II. No. 363.

A.D. 1798 troops proceeded on their march to Mercadal, which they entered without resistance, the enemy having retired to Ciudadella, and from thence to Mahon, while the squadron was actively employed in blocking up the different bays and creeks to prevent supplies being thrown into the island from Majorca. On the 9th a detachment of 300 men, under the command of the Hon. Colonel Paget, arrived at Mahon, and compelled Fort Charles to surrender; by which he was enabled to remove the boom obstructing the entrance of the harbour, and give free passage to the Aurora and Cormorant to enter, they having been ordered on that service by Commodore Duckworth. On the evening of the 12th, four large ships were observed standing over from the Island of Majorca, which information the general communicated to Commodore Duckworth, who instantly put to sea with part of his squadron*, and went in quest of them. At day-break the next morning, five sail were seen standing for Ciudadella; the signal was made for a general chase, which the enemy observing, immediately hauled their wind for Majorca. The pursuit was continued until eleven at night, with little wind, when the commodore had arrived within three miles of the sternmost frigate, but fearful lest he should be drawn too far from the Island of Minorca, he directed Captain Markham to pursue the enemy, and returned himself off Ciudadella, to co-operate with the army, if necessary. On his arrival off that place, he learnt from General Stuart that the whole island had surrendered on terms of capitulation, to his Majesty's arms on the 15th. On the same morning the commodore was joined by the Argo, Captain Bowen, in the chase, on the 13th, having recaptured the Peterel sloop of war, which had been taken on the

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* Leviathan	-	74	{ Commodore Duckworth Captain H. Digby
Centaur	-	74	
Argo	-	44	J. Markham
Calcutta	{ A. } { T. }	26	J. Bowen
Ulysses		26	R. Plowden
Coromandel		26	— Pressland
			Lt. R. Simmonds

Spanish Frigates.

<i>Ships.</i>	<i>Guns.</i>
Flora	40
Cafilda	40
Pomona	40
Proserpine	40

12th by the above squadron of Spanish frigates. Captain Bowen learnt from the officers and crew of the *Peterel*, that they had been treated by the Spaniards with great harshness, by plundering them of their clothes, and other acts of cruelty: one of the seamen who resisted the Spaniards from robbing him of forty guineas, was murdered and thrown over board. A. D. 1798

Captain Markham rejoined the squadron without being so fortunate as to come up with the enemy's frigates.

A detachment of 150 seamen was landed to assist, and co-operate with the army, under the direction of Captain Bowen, but other essential service making it necessary for him to return to his ship, the command of the seamen devolved on Mr. William Buchannan, second lieutenant of the *Leviathan*, to whom General Stuart addressed the following very handsome letter, as a proof of the sense he entertained of the deserving conduct which he and his party manifested on this service.

" Before Ciudadella, Nov. 18, 1798.

" Sir,

" I have the honour to return you, and the gentlemen employed on shore, under your command, my sincere thanks for your activity, zeal and assistance in forwarding the light artillery of the army; neither can too much praise be given to the seamen for their friendly and chearful exertions under very hard labour; exertions which were accompanied with a propriety of behaviour which I greatly attribute to your management, and which will ever merit my acknowledgements, and affords me the satisfaction of assuring you, that I am, with sincere regard,

" Your's, &c.

" CHARLES STUART."

" Lieutenant Buchannan."

The other captains, officers, seamen and marines who were employed either on shore, or in covering the landing of the troops, and military stores, are mentioned by the general and commodore, as having manifested the greatest zeal and activity. The conquest of Minorca was effected without the loss of a single man: the Spanish troops composing the different garrisons on the island, consisted of between 3000, and 4000, including the governor, and other officers on the staff. A great quantity of ordnance

A.D. 1798 nance and military stores were taken in the forts. In the arsenal at Mahon were found abundance of naval stores; the keel and stern-frame of a man of war brig on the stocks, with her timbers, part of her stores, and rigging, &c. Fourteen gun boats hauled up, with all their rigging complete; thirteen other large boats, from 36 to 20 feet keel, with their rigging in good order, and fit for service. Two large merchant ships, a xebeck, and four tartans, were taken in the harbour.

On the 28th of October the island of Goza, near to Malta, surrendered on terms of capitulation to Captain Alexander John Ball, of his Majesty's ship *Alexander*, to whom Lord Nelson had entrusted the blockade of Malta, with three sail of the line, a frigate, and fire ship.

The French Republican army having invaded the Neapolitan territory, and marching rapidly to Naples, in which capital the inhabitants had shewn evident signs of insurrection, his Sicilian Majesty, for his own safety, as well as that of his family, embarked on the 21st of December on board the *Vanguard*, and sailed to Palermo, in Sicily. The weather was so extremely tempestuous, that the *Vanguard* narrowly escaped shipwreck. Prince Albert, the youngest son of their Sicilian Majesties, died on the passage through excessive sickness and fatigue.

Previous to the French taking possession of Naples, a most gallant action was fought off that port by the *Herald*, a letter of marque belonging to Jersey, of about 80 tons, mounting ten guns of different calibres, (three, four, and six pounders,) manned with 28 men; she was attacked by three French privateers at once, one of which mounted five eighteen pounders; the two others eight four pounders each. Pickstock, commander of the *Herald*, after a short, but animated address to his ship's company, began a most furious engagement; it lasted upwards of three hours, when the Frenchmen sheered off, much shattered, with the loss of 30 men killed and wounded.

During the night of the same day, a felucca, with 22 men, suddenly appeared alongside of the Jerseyman, determined to board him; but a well-directed broadside from the *Herald* sent them all to the bottom.

On Pickstock's arrival at Naples, he received the highest marks of attention and respect from all ranks, for his spirited behaviour.

behaviour. Prince Augustus (of England) honoured him A. D. twice with an invitation to breakfast, and presented him 1798 with a hanger of considerable value, marked with the initials of his Royal Highness's name A. F. Mr. Veers, a gentleman of his suite, presented Pickstock with a pair of pistols; he was also received by Sir William Hamilton, the British Envoy, with great attention. The English merchants presented the crew of the Herald (none of whom were either killed or wounded) with 200 dollars, as a reward for their gallantry.

Four of his Majesty's ships were lost this year in the Mediterranean. The Hamadryad, of 36 guns, Captain Thomas Elphinston, in the bay of Algiers; the Lively, of 32 guns, Captain J. N. Morris, at Rota Point, near Cadiz; the Aigle, of 38 guns, Captain Charles Tyler, on the coast of Barbary; and the Kingsfisher, of 16 guns, Captain C. H. Pierrepont, on the bar of Lisbon. All the crews were saved.

NORTH AMERICA AND NEWFOUNDLAND.*

The squadrons on these stations were actively employed by the commanders in chief in the protection of the trade: nothing of any importance occurred. A few of the enemy's small privateers were taken.

The Rover sloop of war, Captain George Irwin, in the month of , was lost in a gale of wind in the Gulf of St. Lawrence; but the crew were saved.

On the 25th of May, the De Braak, of 14 guns, Captain James Drew, working into the Delaware river, upset in a heavy squall of wind, by which melancholy accident the captain and 34 of the crew perished.

On the 21st of June, the Princess Royal packet, with the mail on board for New York, commanded by Capt. J. Skinner, fell in with a French privateer brig, which she engaged with great gallantry for two hours, when it being calm, the privateer got out her sweeps and made off. The Princess Royal had only six guns mounted, and forty-nine people on board, including passengers and boys, the first of whom plied the small arms with much effect. It appeared afterwards from some American and British pri-

* Appendix, Chap. II. No. 369.

A.D. 1798. soners who were on board the privateer during the action, that she was called L'Avanture, of Bourdeaux, mounting 14 long four pounders, and two twelve pounders, with 85 men on board, of whom two were killed, and four wounded. The privateer was so much disabled in her hull, masts, and rigging, that she was obliged to return to Bourdeaux.

In consequence of Captain Loring, in the Carnatic, having stopped and searched an American vessel of war off the Havannah for British sailors, the President of the United States ordered the following circular letter to be issued.

SIR,

“ It is the positive command of the President, that in no
 “ pretence whatever, you permit the public vessel of war
 “ under your command to be detained or searched, nor any
 “ of the officers or men belonging to her to be taken
 “ from her by the ships or vessels of any foreign nation, so
 “ long as you are in a capacity to repel such outrage on the
 “ honour of the American flag. If force should be exerted
 “ to compel your submission, you are to resist that force to
 “ the utmost of your power; and when overpowered by
 “ superior force, you are to strike your flag, and thus yield
 “ your vessel as well as your men, but never your men
 “ without your vessel.

“ You will remember, however, that your demeanour
 “ be respectful and friendly to the vessels and people of all
 “ nations in amity with the United States; and that you
 “ avoid as carefully the commission of, as the submission to
 “ insult or injury.

“ I have the honour to be your obedient servant,

“ BENJAMIN STODDART.

“ Given at the Navy Department, Dec. 29, 1798.”

“ *To the Commanders of*
 “ *Armed Vessels in*
 “ *the Service of the*
 “ *United States.*

And the President of the United States on the 7th of January, 1800, after communicating to the Congress an account of the naval transactions off the Havannah, thus closes his message:—“ It is but justice to say, that this is the first instance of misbehaviour of any of the British officers towards our vessels of war that has come to my knowledge. According to all the representations I have
 seen,

seen, the flag of the United States, and the officers and men, have been treated by the civil and military authority of the British nation in Nova Scotia, the West-India islands, and on the ocean, with uniform civility, politeness, and friendship. I have no doubt but that this first instance of misconduct will be readily corrected.”

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LEEWARD ISLANDS.*

On the 3d of January, the George armed sloop of six guns and 40 men, commanded by Lieutenant M. Mackay, on her passage from Demerara to Martinico, was attacked and captured, after a most gallant resistance, by two Spanish privateers; the one a cutter of 12 guns, and 109 men; and the other a schooner of six guns, and 68 men. The George had eight men killed, and 16 wounded; among the latter Lieutenant Mackay. The enemy had 32 killed, and several wounded.

On the 13th, an unfortunate circumstance occurred at English Harbour, Antigua, in consequence of Lieutenant Charles Peterson, of the Perdrix, having disobeyed the orders of Lord Camelford, acting captain of the Favorite sloop of war, and then commanding officer in English Harbour, in the absence of Captain Fahir, who was at St. Kitts on leave. The alarm guns having been fired, Lord Camelford sent an order to Lieutenant Peterson to hold the Perdrix's ship's company in readiness to act, and to keep a vigilant look out at the entrance of the harbour, which order he thought proper to disobey; alledging, that notwithstanding the absence of Captain Fahir, he did not consider Lord Camelford authorised to issue such order, he being a senior lieutenant; many messages and much altercation passed, without being able to convince Mr. Peterson of the impropriety of his conduct; who, to enforce his disobedience, directed the Perdrix's people to arm themselves, and having drawn them up in the dock-yard, placed himself at their head, with orders to load with ball cartridge, and fix their bayonets. Lord Camelford finding it was necessary to adopt the most decisive and prompt measures to check this violent and mutinous proceeding, had ordered a party of marines from the Favorite to be landed; and, taking a pistol from Lieutenant Milward, of that ship, went up to

* Appendix, Chap. II. No. 370.

A.D. 1798 Mr. Peterson, and demanded whether he still persisted refusing to obey his orders? To which he replied, "I do, Sir." Lord Camelford put the pistol to his breast, and instantly shot him; saying to the Perdrix's people, that he had shot Mr. Peterson for mutiny. The crews of both ships retired peaceably; and the next day, on the arrival of the Matilda and Beaver, Lord Camelford delivered himself up to Captain Mitford, who ordered the Beaver to convey him to Rear Admiral Harvey at Martinico.

On the 20th a court-martial was assembled and held on board the Invincible, to try Lord Camelford for the death of Lieutenant Peterson. The Court was composed of the following members, viz.

President,	
Captain William Cayley,	
Jemmet Mainwaring,	Charles Ekins,
Richard Browne,	Alex. S. Burrowes.

On the 25th the Court having heard the whole of the evidence adduced on the occasion, and what the prisoner had to offer in his defence; and maturely and deliberately weighed and considered the same; and being fully sensible of the necessity of prompt measures in cases of mutiny, are unanimously of opinion, that the very extraordinary and manifest disobedience of Lieutenant Peterson, both before, and at the instant of his death, to the lawful orders of Lord Camelford, the senior officer at English Harbour at that time; and the violent measures taken by Lieutenant Peterson to resist the same, by arming the Perdrix's ship's company, were acts of mutiny highly injurious to the discipline of his Majesty's service. The Court do therefore unanimously adjudge that the Right Honourable Lord Camelford be honourably acquitted, and he is hereby unanimously and honourably acquitted accordingly.*

(Signed) WILLIAM CAYLY,
JEMMET MAINWARING,
RICHARD BROWNE,
A. S. BURROWES.

J. G. BRIGGS,
Advocate upon the occasion.

* Lord Camelford rejoined his ship, and soon after returned to England, when the command of the Favorite was given to Captain Joseph Westbeeck.

On the 16th of January in the morning, Captain A.D. Mainwaring, in the *Babet*, being between the islands of 1798 Martinico and Dominico, observed a schooner standing towards him, which, on her nearer approach, finding that the *Babet* was a ship of war, hauled from her; the wind at this time dying away, she was obliged to have recourse to her sweeps. As the ship could not pursue her, Lieutenant Pym volunteered his services to attack her with the boats; Captain Mainwaring having an high opinion of this officer's resolution and good conduct, consented to his proposal. The launch and pinnace were accordingly dispatched in pursuit of the schooner, which by this time had got to such a distance, that it was four hours before they arrived within cannon shot of her, when she opened, and kept up an incessant fire, in spite of which, the boats pulled up alongside, and boarded her with the greatest resolution; and after a desperate resistance, they carried her, with the loss of only one man killed and five wounded. The enemy proved to be *La Desirée*, of six guns and 46 men, three of whom were killed, and 15 badly wounded.

On the 17th of April, the *Recovery* schooner, of 10 guns, commanded by Lieutenant W. Ross, captured, after a smart action of fifty minutes, *La Revanche* French privateer schooner of 12 guns, and 54 men, of whom three were killed, and nine wounded. The *Recovery* had none killed or wounded.

On the 7th of May Captain E. S. Dickson, in *La Victorieuse* of 14 guns, convoying the trade from Trinidad to St. Kitts, was attacked by two French privateers, which attempted to carry *La Victorieuse* by boarding; the one, a schooner of 12 guns, and 80 men; the other, a sloop of six guns, and 50 men. The last was soon obliged to surrender, with the loss of four men killed and four wounded. She proved to be *La Brutus*. Captain Dickson not thinking it prudent to leave his convoy to go in pursuit of the schooner, she effected her escape, but not without being considerably damaged.

On the 3d of December, Captain Dickson, in *La Victorieuse*, in company with the *Zephir*, and about 40 of the Royal Rangers, under the command of Major Lauriel, destroyed a small fort at Rio Caribe, on the island of Margueritta: at four o'clock the same afternoon he stood down to Gurcepano, and sent in a flag of truce to the commandant

A. D. 1798 mandant to say, that he should take out of the harbour a French privateer which he saw at anchor there. The commandant returned for answer, that he was determined to protect her from the forts. Upon which Captain Dickson ordered Major Lauriel to land with the troops, reinforced by about 30 seamen from the sloops, which covered their landing, and attacked the forts in front whilst the party on shore stormed and carried both of them in about fifteen minutes, with the loss of only two men killed, and two wounded. These forts were defended by 200 men, who fled upon the approach of the British, after a feeble resistance. Captain Dickson destroyed the forts, took off the guns and ammunition, and brought the privateer off, mounting six guns and 80 men. Captain Dickson also destroyed a Dutch privateer of two guns, and 13 men.*

On the 1st of October, the *Amelia* and *Eleanor*, R. Spiers, master, on her passage from the coast of Africa to the West-Indies with slaves, was attacked by a French privateer of 18 guns, which, after a severe action of three hours and a half, she beat off. The *Amelia* and *Eleanor* put into Barbadoes with the loss of her fore-mast and bowsprit, four of his people badly wounded; one slave killed and four wounded.

On the 11th, the *King William* of Liverpool, T. Bent, master, with only fifteen effective men on board, also from Africa with slaves, about sixty leagues from Barbadoes; after a gallant resistance beat off a French privateer of 16 guns, and 170 men. The *King William* was a perfect wreck, having received 602 shots, the rigging and sails cut to pieces, one of her crew killed, and four wounded; eight slaves were wounded below, two mortally.

JAMAICA.†

The squadron under the command of Sir Hyde Parker, was stationed with such judgment, that scarcely a privateer or any other vessels of the enemy could escape the activity and vigilance of his cruizers; an astonishing number were captured, with some valuable merchantmen.

* The principal inhabitants of Trinidad presented Captain Dickson with an elegant sword valued 100 guineas, as a reward for his activity and diligence, by the protection which he had given to the colony.

† Appendix, Chap. II. No. 379.

On the 22d. of April, brigadier general the Honourable Thomas Maitland came to the resolution of evacuating the towns of Port-au-Prince, St. Marc, and Arcabaye, with their dependencies. A flag of truce was accordingly dispatched to make his intentions known to the republican general Toussaint L'Overture, with a proposal for a suspension of arms, not to exceed five weeks, and also to guarantee the lives and properties of all the inhabitants who chose to remain. These terms being agreed to, and mutually exchanged and ratified by both parties; the troops, stores, and such of the inhabitants as wished to go, were embarked on board the Thunderer, Abergavenny, and other ships of war; and on the 9th of May, the above places were delivered up to the French, and general Maitland proceeded to Cape Nichola Mole.

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In the month of June, the Acasta and Ceres frigates, commanded by Captains Lane and Otway, took and destroyed a vast number of French and Spanish privateers off Porto Rico. Captain Eyre also, in the Regulus, was extremely active on the coast of the same island; Lieutenant Good, in the boats of the Regulus, very gallantly cut out of Aguada Bay, three vessels, and destroyed two others; although they were defended by the batteries in the bay, the loss was only one person killed, Mr. T. Finch, the master's mate.

On the 4th of September, the Spaniards in great force, appeared off St. George's Key, and from that day till the 15th, made several serious attacks, to land and dispossess the British of their settlements in the bay of Honduras, in all of which they were most gallantly repulsed, by the determined firmness and able conduct of Lieutenant Colonel Barrow, and Captain Moss of the Merlin sloop of war, obliging the Spaniards to retreat in great confusion and with considerable loss. The British had not a man killed.*

On

SPANISH FORCE.

* Fifteen sail of sloops and schooners, carrying from 12 to 22 guns, including two 24 pounders, and two 18 pounders, each had in the stern and prow.

Six armed schooners not so large as the above.

Eleven transports, victuallers, &c. all carrying bow and side guns; besides a great number of large launches, for the purpose of landing the troops, &c.

This flotilla was manned by 500 seamen, and had on board 2000 troops. The expedition was commanded by Arthur O'Neil, a field-marshal in

A.D. 1798 On the 6th of December, the *Benson* Letter of Marque, Captain Croisdale, on her passage to Jamaica, engaged a French Corvette of 20 nine pounders and 170 men, which she compelled to sheer off, after a smart contest of nearly three hours.

CAPE OF GOOD HOPE.*

The squadron at the Cape of Good Hope, which chiefly cruized off the Mauritius, and on the coast of Madagascar, captured a great number of vessels, and detained several neutrals, laden in general with naval and military stores, some of which were condemned.

EAST INDIES.†

Notwithstanding the activity and vigilance with which the ships of war, under Rear Admiral Rainier, cruized, the two East-India ships, the *Raymond*, Captain Smedley, and the *Woodcot*, Captain Hannay, were captured in Tellecherry roads on the 20th of April, by *La Precieuse*, French Frigate of 40 guns.

The late much lamented Captain Edward Cooke, who commanded *Le Sybille*, stationed for the protection of the trade in the China seas, in company with the *Fox*, Captain Pulteney Malcolm, were particularly active, as will be seen by the following narrative, taken from a letter of an officer then on board *La Sybille*.

“On the 4th of January, we left Macoa, apparently convoying the Europe and country trade; but designedly

in the armies of Spain, and captain-general of the Province of Yucaton. The Campeachy fleet was commanded by Captain Borea Negea.

BRITISH FORCE.

Merlin, 16 guns, Captain J. R. Mofs.

Two sloops, one 18 pounder, and 25 men each.

One sloop, one short 9 pounder, and 25 men.

Two schooners, six 4 pounders, and 25 men each.

Seven gun-flats, one 9 pounder, and 16 men each.

The land forces under Lieutenant-colonel Barrow, consisted of the 63d and 2d West India regiment, a detachment of the royal artillery, besides baymen, settlers, and negroes.

* Appendix, Chap. II. No. 372.

† Appendix, Chap. II. No. 373.

on

on a cruize, to reconnoitre the Spanish force in the Philippines, and, if possible, cut out from under the batteries of Manilla, the *Rey Carlos*, of 800 tons, belonging to the Spanish company, and the *Marquesetta*, an Amoy trader, reported to have on board 500,000 dollars; to attack all their armed dependencies, and annoy them as much as possible as we passed through the Archipelago.

“ On the 11th of January, we made *Lucania*, run along the shore, and on the 12th captured a coaster; took out of her only the cash, 4000 dollars, then liberated the vessel and people, desiring they would proceed on their voyage, and apprehend no further molestation. Next day we saw, and could have taken, several vessels of the same description, and, it is doubtless, equally valuable; but, prudence which seems to guide all our operations, would admit no hazard to the grand object for a trivial consideration; hence this part of the cruize is not so brilliant in number of prizes, nor so lucrative as some people would have made it; but I think it highly honourable and praiseworthy, particularly as Captain Cooke seemed to feel much the distress that might accrue to individuals, to whom the cash and vessels were consigned; although they were subjects, and under the banner of our enemies; his lenity is only equalled by good manœuvres; and I respect him for his feelings, as much as his bravery.

“ On the 13th in the evening, we entered the bay of Manilla, passing their signal-house, or *corrigidore*, as French frigates, and anchored as necessity made expedient. Next day stood towards Manilla town; and by well conceived, and well conducted manœuvres, captured the following vessels belonging to his Catholic Majesty, without hurting a single man on either side.

A gun-boat, No. 31, carrying one 32 pounder, 4 swivels, 30 oars, 52 officers and men.

A gun-boat, No. 33, carrying one 24 pounder, 4 swivels, 28 oars, 50 officers and men.

A gun-boat, No. 34, carrying one 24 pounder, 4 swivels, 30 oars, 50 officers and men.

A guard-boat, rowing 12 oars, with 15 officers and men.

A felucca, rowing 20 oars, with 23 officers and men.

Admiral Don Martin Alaba's barge, rowing 20 oars, with 23 officers and men.

A.D. 1798 A government felucca, rowing 18 oars, with 21 officers and men.

In all—7 boats, about 232 men, 3 great guns, 12 swivels, 27 muskets, 32 cutlasses, 18 half pikes, 13 pistols, 153 round shot, 137 grape shot, and 100 shells.

“ This was performed in broad day-light, between 11 and 3 o'clock, in view of all the people of Manilla and Cavita, and managed with admirable address. The guard boat came first, with the 2d captain of their frigate, Maria de Cabega. The second boat was Admiral Alaba's barge, with the governor's nephew. The third boat, a felucca, with one of Alaba's aid-de-camps, bringing compliments of congratulation on our arrival; and information that all we could wish, or want, would be ready for us; and that boats were getting ready, with anchors and cables, to assist us into their ports. These officers were so completely deceived, and entertained for an hour and a half, that they had no suspicions they were on board an English ship, and therefore opened their hearts freely on every subject. While this was transacting in the cabin, the boats crews were handed into the ship, and our sailors changed clothes with their boatmen, and then rowed up in their boats, in company with our own, and boarded and carried all their gun-boats that were out of the river. The people in the gun-boats finding it impossible to resist the impetuosity of our boarders, surrendered immediately. This being perceived, and thought rather unaccountable on shore; the fourth boat was dispatched with the captain of the port, for a categorical answer, why the boats were detained, and to say, that if they were not immediately sent on shore, they should conceive us to be enemies. This officer and his crew were handed into the ship, and then they were all entertained with dinner, and their boats crews with fresh China beef and grog; in this manner we passed an interval of vexatious calm, that left no alternative, but this amusement. After this, we had an unsuccessful breeze, that facilitated discovery, and prevented all further attempts in the bay. From these officers we ascertained the Rey Carlos was in the Cavita, and most likely a-ground there, and that the Marquesetta had relanded her money again, in consequence of a suspicious ship appearing off the islands some days ago (supposed to be the Resistance). Hence the most lucrative part of this enterprize was frustrated, but

but the other was completely accomplished, that is, correct information of their naval force; viz. Europa, 74 guns; San Pedro, of 74 guns: Montaneger, of 74 guns; Maria de Cabega, of 36 guns; and Lucia, of 36 guns, all under equipment at the Arsenal; but at that time nearly ready; with a number of gun-boats, all new and coppered, and apparently very well appointed for the intended purpose.

“ Had the wind been propitious, that we could have kept incog. a little longer. I am induced to believe we could have burnt not only their ships of war, but the Arsenal, on the night of the 14th of January; in short, it is impossible to say what might not have been done, if we could have effected a nocturnal approach. By 4 o'clock in the afternoon we were discovered to be enemies, so as to cause general alarm round the bay. It was then time to be off, and to execute plans laid further to the southward; and, if possible, precede information that we were among the islands. The kind usage to the prisoners while on board, and giving them the guard-boat, barge and feluccas to return on shore in, without even obliging their officers to give their paroles, must afford them, and the natives in particular, an high idea of British generosity, and at the same time positive contradiction to the doctrine of their priests and alcaldies, who have taught them to believe the English to be a very barbarous enemy.

“ At this season of the year, in the supposed security the Spaniards thought themselves from the moonsoons, a very few more such ships and men, would have taken the place with ease.

“ On the 15th of January, we left the bay, in company with the three prize gun-boats, one of which was unfortunately lost on the night of the 19th, in a hard squall; it is supposed she filled and foundered—there were in her, Lieutenant Rutherford of the Fox, and Mr. Nicholson midshipman, from the same ship, and eleven seamen. From hence we coasted Mindora, Penay, Negros, and Majindanas, without meeting any thing worthy attention, until the 23d, when we arrived off Samboangon; when we were determined to attack the Spaniards, and anchored accordingly off their fort at a quarter past one o'clock, and found them vigilantly upon their guard, ready to repel all our efforts; as soon as the ships and gun-boats were placed, a smart cannonading was kept up on them, which

A.D. 1798 they returned in a well directed fire upon us. At three o'clock, finding our shot had done their fortifications very little hurt; the landing party was ordered into the boats, to attempt carrying the place by storm and escalade; on approaching the shore, the enemy were perceived in such numbers, and so well armed to contest the landing, and others in ambush, ready to annoy and cut off the retreat, that it was judged imprudent to hazard the attempt; the boats were therefore recalled, the cables cut, and the enterprize given up as impracticable with our little force. In the two hours we engaged the fort, Mr. Standings, master of the Sybille, was killed, and one marine; and another wounded; on board the Fox there were four killed, one midshipman, and 16 seamen and marines wounded."

"The ships continued at anchor within three miles of this place, repairing the damages they had received until the 26th, when Captain Cooke proceeded to China, to be ready to convoy the India ships, first stopping at Pollock harbour to complete his water; here he unfortunately lost twelve of his men, who were attacked by the armed Klano's from ambush, among the mangroves, two were killed, and the rest were carried off. Every effort to recover them was made without success; Captain Cooke ordered their deserted village to be burnt, and on the 9th of February, sailed for China, where he arrived on the 3d of March."

On the 5th of April, the Princess Amelia, Captain Ramsden, caught fire by some accident off Enore, and was entirely consumed, notwithstanding every exertion was used by the crew to extinguish it. The number of souls on board, including passengers, amounted to 189, out of whom perished, Mr. Millet, 5th mate, and 39 others.

An account of the loss of the Crocodile Snow, in the Gulph of Manar, and the miraculous Escape of her Crew.

On the 29th, of May, she sailed from Trincomalé, bound to Madras; on the 1st of June, just as they opened the Gulph of Manar, it came on to blow hard from the southward, with a tremendous cross sea, which obliged them to put before the wind under an easy sail, until day light, when the leaks gained on the pumps. The crew and passengers continued to bail and pump till half past seven; but without effect, it was then determined to abandon

don the vessel, for which purpose the long-boat that was towing a-stern, was hauled up, and 36 of the crew jumped into her; at this instant a sea struck the vessel, and threw her on her beam-ends, by which unfortunate accident they were unable to procure any provisions. A. D. 1798

In this situation they continued for four days and a half, without a morsel to eat, when they fortunately reached Montapilly. Mr. Coutts and four children, three native women and a child, from Cochin; with Mrs. Walters and two children, from Point de Galle, were drowned in the Snow.

On the 24th of July, the *Resistance* of 44 guns, commanded by Captain Edward Pakenham, was by some unknown accident, blown up in the straits of Banca; that valuable and excellent officer, with the whole of the crew (excepting four seamen) perished.

Thomas Scott, one of the seamen saved from the *Resistance*, upon his arrival at Malacca, on the 5th of December, 1798, related on examination, the following account of the loss of the above unfortunate ship, to the best of his recollection; together with his own and comrades sufferings and distresses to the time of their release.

“ That he formerly belonged to the *Chesterfield* South-sea whaler, from which he remained at Timor Besar for three years, in the Dutch service, till the capture of that place, when he entered on board the *Resistance*.

“ That she met with a heavy gale of wind, in the month of December, 1797, which continued for four days unabated; and in which she proved so leaky, that her chain pumps were kept constantly at work night and day; at length, in order to lighten her, they were obliged to throw a number of her upper deck guns overboard. She then bore away for the Philippines, intending, as he believes, afterwards to sail for Malacca. Being in want of wood, water, and provisions, Captain Pakenham tried the expedient of hoisting Spanish colours, as he cruized along shore, till he came to an anchor nearly within reach of the guns of Antego. The deputy-governor of this town, and the captain of a Spanish brig then lying at anchor in the bay, accordingly came off to them; but discovering their mistake, when too late, upon endeavouring to escape, were soon brought back and put on board by a boat from the *Resistance*. Upon their assurances that they would do their

A.D. 1798 utmost to have the wants of Captain Pakenham amply supplied, he generously suffered them to return the same evening to the shore. No part, however, of these fair promises being fulfilled, nor the likelihood of it, at five o'clock the next evening, Captain Pakenham sent his third lieutenant, Mr. Cuthbert, in the cutter, and an armed party, to cut out the Spanish brig; in which attempt they succeeded, though fired upon smartly by the guns of the fort, within range of which she had anchored. Scott remembers this event to have happened on Christmas day.

“ The *Resistance* and her prize sailed from thence, immediately after, for Balambangan, at which place they arrived in a few days. Having wooded and watered there, and procured a partial supply of rice as well as live stock; the ship continuing leaky, with blowing weather, Captain Pakenham and the prize set sail from this place for the Celebes, and arrived in about eighteen days at Limby, near Munadoo, on that island. The same evening that he anchored here he dispatched the brig to Amboyna, to signify his distress for supplies; in consequence of which the Bombay frigate was sent off from thence, on the arrival of the brig, to his relief. After staying a week or more at Limby, and having with some difficulty collected what he could provide for the remaining part of the voyage to Amboyna, he weighed anchor and sailed for that place, falling in with the Bombay frigate and the supplies sent him on board her in seven days after off the island of Booroo.

“ Having arrived at Amboyna, and remained there about two months repairing and refitting, the *Resistance* sailed to Booroo, where refreshments and stock, as well as wood and water, were more abundantly and conveniently to be procured than at the former place. From Booroo she departed for Banda about a fortnight after, but springing a leak off Amboyna, was obliged to put back again to the former island.

“ Early in July she sailed from thence again, and running close along the shore of Java, took a Dutch brig off the town of Sensbi, which, being in ballast and of little value, was released the same night. The *Resistance* next steered her course for the Straits of Banca, which having made in about five days, she there fell in with a fleet of about fourteen pirate prows at anchor under the land of Banca, each capable of containing fifty or sixty men. In order to
board

board and examine one of the largest of these, Captain Pakenham manned three of his boats; but the Malays, in the prow, for some time refused permission to Lieutenants Cuthbert and Mackay to come on board of them. As these officers, however, persisted in accomplishing their orders, the Malays at length suffered it without opposition, but it was found impossible to effect their purpose of searching them for Dutch property and papers; for such was the ferment among the Malays on board, that to avoid the consequences, with which they were threatened for insisting on this examination, they were obliged to insure their safety by a hasty retreat over the side and return to their own ship. Captain Pakenham resented this conduct by the discharge of some of his twelve pounders, which soon dispersed the pirates, and sent them into shoal water under the land.

“ Having weighed anchor about nine o'clock the next morning, and cut out a Malay sloop that had been captured by the pirates on her way from Batavia, and was left at her anchors when they deserted her the preceding night; Captain Pakenham proceeded with her on his voyage down the Straits. As the sloop was presumed to be Dutch property, the papers belonging to which her Malay captain was suspected of having destroyed, and if condemned would have been of some value, being laden with cloth, salt, and other merchandize, she was detained till the evening after the second day from her re-capture, when it was intended that her commander (still on board the *Resistance*) should be restored to his vessel, and herself released. With a view to this, the *Resistance* came to an anchor in the Straits of Banca, at an early hour in the evening on the 23d of July, as the sloop had at that time fallen so much astern as to be entirely out of sight; and the latter joined about one o'clock the next morning, and dropped anchor under the stern of the *Resistance*.

“ The officer of the deck, Lieutenant Cuthbert, hailed the sloop in order to put her commander on board; but not being heard, reconciled the Malay captain to this short further detention, by the assurance that he should depart for his vessel with the morning's dawn: a dawn, alas! neither was to see. For Scott, the narrator, sleeping on the larboard side of the quarter-deck, (as it was so fine a night that he did not wish to retire to his berth below) was suddenly

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“ He computes this dreadful accident to have taken place about four o'clock in the morning, (24th of July, 1798,) from the day appearing about an hour after he was blown up; but how it did or could happen, circumstanced as the ship then was, he professes himself totally unable to offer an opinion, or hazard a conjecture.

“ When he recovered a little, he found himself half suffocated with water, floating and struggling, with twelve others in the same situation, the small remainder of the fine ship's company to which they had just belonged. He made shift, with these, to reach the netting of the ship on the starboard side, which just remained above the water.

“ At the dawn of the day the people belonging to the sloop, then not out of hail astern, who must easily have discovered the condition of the wreck, and heard the repeated shouts of the wretched beings who were clinging to it, callous to every impulse of humanity, after the discharge of a single musket, having weighed anchor, stood over, without regarding their situation, to the island of Borea. The weather continuing mild and the water smooth, they set to work about eleven o'clock in the forenoon, to make a raft of such pieces of timber as they were able to pick up around them: they were fortunately enabled to accomplish this by means of the main-yard, which, lying alongside the wreck, furnished them with ropes sufficient for lashings, it also gave them cloth for sail, which they fixed to the mast of the jolly-boat, and they completed their task by making a platform upon it of such planks as they could find.

“ From the shock and severe scorching that one and all of the survivors had experienced, they were unable to accomplish their work before one o'clock P.M. in fact, four or five only of the number were left in any circumstance to bear a part in it, the united labour of whom was very insufficient to secure, as it ought, the raft they had thus contrived. The solicitude they must have felt in their distressful condition, to reach the shore before night, was considerably augmented by the circumstance that the piece of the wreck by which they clung would only bear the weight
of

of two of the most shattered amongst them, (James Sullivan and Robert Pulloyne, seamen,) and whom the compassion of their comrades had agreed accordingly, to give the preference to, by mounting them upon it; a single pumpkin being, at the same time, the amount of all the sustenance the whole party had to depend on. A.D.
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“ Having committed themselves to this raft, they made sail for the nearest shore, which was the low land of Sumatra, distant about three leagues, and six leagues to the southward of the Dutch settlement of Palambang. About seven o'clock it came on to blow fresh, and the sea ran high, with a strong current then setting against them. They were yet a considerable distance from the land, when the lashings of their raft began to give way, and itself to part. Not only every plank of the platform was presently washed off; but, to complete the misery of their situation, their mast and sail were carried away. But resource, not despair, is the character of a British seaman. Seeing an anchor stock, which had been lately a part of the raft, and which promised more security to those who might be able to reach it, floating a considerable way from them, T. Scott, being the stoutest of the party, resolved to swim after it, and encouraging Quarter-master Alexander McCarthy, John Nutton, and Joseph Scott, seamen, to follow his example, they all four brought it in safety.

“ It was, at this time, one o'clock A.M. and clear moonlight, eight poor souls still remained by the raft, (Pulleyne being dead) who seeing this part of their number, from whose exertions alone a ray of hope appeared, thus consult their own safety by the only possible chance for it, bewailed their separation bitterly.

“ The adventurers on the anchor-stock lost sight in another hour of the forlorn companions of their distress, and never heard or saw them more.

“ By means of two spars, lashed across to keep the stock from rolling, they continued to be borne in safety upon it till about nine o'clock next morning, when the current, changing again, set them fast towards the land; under the lee of which, though they had been driven out further to sea than they were when they left the wreck they fortunately arrived, with the help of a paddle, about nine o'clock the same night (25th). Some surf running along the shore, they found it a matter of no less difficulty, in their
their

A.D. 1798 their exhausted and weakly state, after again betaking themselves to swimming, to reach the beach.

“ Having thus providentially effected their escape from the dangers of the deep, others no less formidable stared them in the face upon this desert coast; or a coast, if not desert, pressed only by the footsteps of men scarce less savage than the wild beasts that roam its adjoining thickets. The first care of the seamen, after their fatigues and sufferings, was to gather leaves and dry grass, with which they made themselves a bed, whereon to repose. On this they slept sound till morning, when, awakened by the call of thirst, they went to look for water, which they found at hand; but no manner of refreshment could they discover besides, not even a single shell-fish.

“ In this deplorable condition, and almost naked, (a single jacket and a couple of shirts being their whole stock of clothes) they remained starving till about four o'clock the same afternoon, (26th) being a term of three whole nights and two days, from the time of their being blown up; when straggling along the shore, and almost in utter despair of all human succour, one of the party discovered a Malay prow, lying in a bight, hardly a quarter of a mile from them. Upon this they consulted what was best to be done; and it was resolved that T. Scott, being able to talk the Dutch and Malay tongues fluently, should approach it singly, while the rest kept out of sight. And well it was for them that such was the plan and precaution they observed; for, had they all advanced together, unarmed and defenceless as they were, it is almost a moral certainty that not a life would have been spared. On a nearer approach he presently discovered four more pirate prows with the first, some of the people belonging to which were at work on the shore, repairing a boat. On perceiving Scott, their head man immediately made towards him with an uplifted axe in his hand; upon a loud shout by whom, a crowd followed, equally determined to put him to death. But falling upon his knees, and supplicating for mercy in their own tongue, the chief relented, and forbade any of his people to do their prisoner harm. They asked him earnestly what countryman he was? From whence he came? and what he wanted among them? He replied, he was an unfortunate Englishman, one of a small remainder that survived the accident which had lately befallen his ship. They repeated the question,

question, "whether he was actually an Englishman," and charged him, if a man of the Dutch nation belonged to the number saved, that he should discover him to them at his peril. Being answered in the negative, the chief, (or rajah as they styled him) enquired particularly whether their captain survived? In which case he would undertake himself to convey them all safe to Malacca; but his people, as well as the Malay chief himself, vowed that if the party that accident had thus put into their hands had been Dutch, no consideration should have induced them to shew quarter to a single man.

"Some of the pirates were now directed to where the seamen were, who presently returned with them, trembling under the most alarming apprehensions that they should be massacred as they conceived Scott had already been; for they had seen the latter surrounded by an angry and threatening crowd, themselves being then undiscovered.

"On their arrival all four were made to sit down till they fully satisfied their curiosity, by asking a thousand questions relating to the ship, and their prisoners. The next step the pirates took, was to divide the captives, each of the Rajahs taking two into his own boat; the quarter-master and Hutton into one, the two Scotts into the other.

"It was now past six o'clock P. M. when the almost famished seamen at last had the wants of nature relieved by a plentiful meal of fish and rice, which was served to them in each of the boats.

"The time allowed for this refreshment being expired, the five prows immediately put off for the Resistance's wreck; but after a vain search for two whole days, they returned without being able to pick up any part of the ship or of her contents. Some seamens chests, containing a few dollars and articles of little value, however, and a few of the bodies, continued to be washed ashore from time to time some days after.

"While these five prows, which formed a part of a fleet of eighteen or twenty, that were distributed along the land, remained cruizing, separately up and down the Straits on the look out for trading craft from China, Java, &c. (which might be about three weeks), the Malays continued to behave so well towards their prisoners as to leave them no great cause to complain.

Soon

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A.D. 1798 Soon after the prows arrived at the island of Langan, where the Englishmen were separated, and Thomas Scott, the only one left in the possession of the Malays; the Sultan of that island having generously ransomed and set at liberty the others, who had been fortunately carried to the capital of that island. Some time after Scott was released from his captivity, in consequence of a letter from Major Taylor, commanding at Malacca, requesting the sultan's attention and relief to any of the crew of his Majesty's ship which might be found in those parts; and he arrived at Malacca on the 5th of December.

A List of the Officers, Ship's Company, &c. belonging to, or on board his Majesty's Ship Resistance, when she blew up, as well as Scott can recollect.

Captain Edward Pakenham:	Mr. —, ditto.
Mr. Houghton, 1st lieut.	Three master's-mates.
Mr. Cuthbert, 2d lieut.	Mr. Brown, master at arms.
Mr. Macky, 3d lieut.	Mr. Evans, cockswain.
Mr. Powis, surgeon.	Mr. —, surgeon's-mate.
Mr. Hust, master.	Sergeant Stevens, marines.
Mr. Rosenhagen, lt. marines	Five quarter-masters.
Mr. Mercer, purser.	Four boatswain's mates.
Mr. Pike, boatswain.	About 30 marines and 250
Mr. Dawson, gunner.	seamen.
Mr. —, carpenter.	Three English women, mar-
Mr. Hargood, master's-mate.	ried on board.
Mr. Walsh, midshipman.	One Malay woman of Am-
Mr. Derham, ditto.	boyna.
Mr. Courtney ditto.	Fourteen Spanish prisoners,
Mr. Wolfe, midshipman.	taken in the prize.
Mr. —, ditto.	

A light-house has been erected at Madras, by the Exchange Committee. The light is nineteen feet above the level of the sea, at high water; and can be seen above twenty miles at sea. The southern part of the Pulicat shoals bears from the light-house N.E. $\frac{1}{2}$ E. about twelve miles. To keep clear of the shoal the light should always bear to the westward of S.W. $\frac{1}{4}$ W.

On the 1st of August, the honorable East India Com-
pany gave rank to the officers of their marine in India,
who, on important occasions, especially during war, are
associated with the military, and often co-operate with
them.

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The commodore to rank with a colonel in the army.

Captains of the larger vessels of 28 guns and upwards,
to rank with lieutenant-colonels in the army.

First lieutenants to rank with captains in the army.

Second lieutenants, with lieutenants in the army.

The superintendant of the marine, in consideration of
the importance of his office, is to be next to the members
in council.

The master attendant next to the superintendant, and sit
above the commodore.

On the 18th October the Company's cruizer, the Drake,
Captain Bond, sailed from Bombay, with presents from the
merchants to the King of Baba, for his hospitality and hu-
mane attention to the crew of the Neptune, which had been
cast away on the coast of Madagascar. The Drake arrived
at that island towards the end of the month, at which time
the King of Baba was a few days journey distant. A mes-
senger was dispatched with the information, and an officer
sent in the cutter, up the river, to meet him. On the 7th
November the king came down, and received the presents
in the midst of his nobles, with all the pageantry of a court.
It was a long time before he could be made to understand
the object of the expedition: nor could he then conceal his
surprize, that the Company should have thought it neces-
sary to send him a remuneration for exercising what he con-
ceived to be the common duties of hospitality. More than
once he enquired of Captain Bond, "Whether among the
" number of those who had shared his protection, he had a
" relation or friend." Upon receiving an answer in the
negative, he unaffectedly replied, "Then wherefore have
" you come thus far, and taken so much trouble." At length
he was made sensible that the English owed themselves in-
debted to his hospitality, and in the presents which had been
delivered, had acknowledged the obligation. Two cus-
toms appeared singular and truly laughable at the court of
this king: the one of making the throne of the knees of
two women, who each bending one knee upon the earth
to support themselves, project the other as a seat for his
Majesty.

A.D. 1798 majesty. The other is the mode in which the king mounted and descended the sides of the ship, when he embarked for curiosity on board the Drake, which was always upon the back of one of his lords in waiting.

A most liberal subscription was made at Calcutta, for the benefit of the widows and children of the seamen and marines, who fell in the battle at Aboukir Bay, on the 1st of August: it amounted to 56,700 ruppees.

1799 Supplies granted for the sea service,

	<i>l.</i>	<i>s.</i>	<i>d.</i>
120,000 seamen, and 20,000 marines } wages	2,886,000	0	0
Victuals	2,964,000	0	0
Wear and tear, &c.	4,680,000	0	0
Ordinary	399,000	0	0
Ordnance, including half pay	729,063	6	7
Building and repairs, and extra work,	693,750	0	0
Transport service, and prisoners of } war in health,	1,311,200	0	0
Total for sea service,	13,654,013	6	7
Total supplies for the year,	44,782,923	3	4½

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
<i>Portsmouth,</i>			
Sir P. Parker, Bt. Ad. of the White,		R. William	84
<i>August</i> , Mark Milbank, Esq. Ad. of the White,		} ditto	} ditto
<i>October</i> , Sir R. Bickerton, Bart. Rear Ad. of the Blue,			
} no particular ship			
<i>Plymouth,</i>			
Sir Richard King, Bt. Admiral of the Blue,		} Cambridge	} 84
<i>April</i> , Sir T. Paisley, Bart. Vice Ad. of the Red,			
} ditto			
<i>Downs,</i>			

Downs,

J. Peyton, Esq. Admiral of the Blue, Overysfel 64
April, S. Lutwidge, Esq. Vice Ad. of }
 the Red, - - - } no particular ship

Nore,

S. Lutwidge, Esq. Vice Ad. of the Red, Zealand 64
April, A. Mitchel, Esq. Vice Ad. of the } ditto
 Blue, - - - }
August, A. Græme, Esq. Vice Ad. of } ditto
 the White. - - - }

Cork,

R. Kingsmill, Esq. Admiral of the Blue, no particular ship

Channel Fleet,

Lord Bridport, Admiral of the White, Royal George 110
 Sir A. Gardner, Bt. Admiral of the Blue, R. Sovereign 110
 Sir C. Thompson, Bt. Vice Ad. of the } Q. Charlotte 110
 Blue, - - - }
 Lord H. Seymour, Vice Ad. of the Blue, Sans Pareil 84
 *Sir C. Cotton, Bart. Rear Ad. of the } Prince 98
 Red, - - - }
 *C. Collingwood, Rear Ad. of the } Triumph 74
 White, - - - }
October, *J. H. Whitshed, Esq. Rear } Temeraire 98
 Ad. of the White, - - - }
 *Hon. G. C. Berkeley, Rear Ad. of } Mars 74
 the Blue, - - - }
October, *Sir J. B. Warren, Bt. K. B. } Renown 74
 Rear Ad. of the Blue, - - - }

North Sea,

Lord Duncan, Ad. of the White, Kent 74
 Sir R. Onslow, Bt. Admiral of the Blue, Monarch 74
 A. Dickson, Esq. Vice Ad. of the Red, Monmouth 64
 A. Mitchell, Esq. Vice Ad. of the Blue, Isis 50

Lisbon and Mediterranean,

Earl of St. Vincent, Ad. of the White, Ville de Paris 110
 Lord Keith, Vice Ad. of the Red, Foudroyant 80

* Marked thus advanced to the rank of flag officers in February.

A.D.	Sir R. Curtis, Bt. Vice Ad. of the White, Prince,	98
1799	Sir W. Parker, Bt. Vice Ad. of the } Prince George	98
	White, - - -	
	Lord Nelson, Rear Ad. of the Red, Vanguard	74
	T. L. Frederick, Esq. Rear Ad. of the } Princess Royal	98
	Red, - - -	
	*J. T. Duckworth, Esq. Rear Ad. of } Leviathan	74
	the White, - - -	
	North America,	
	G. Vandeput, Esq. Ad. of the Blue, Asia	64
	Newfoundland,	
	Hon. W. Waldgrave, Vice Ad. of the } Agincourt	64
	Red, - - -	
	Leeward Islands.	
	H. Harvey, Esq. Vice Ad. of the } P. of Wales	98
	White, - - -	
	Lord H. Seymour, Vice Ad. of the Blue, Tamer	38
	Jamaica,	
	Sir H. Parker, Bart. Ad. of the Blue, Queen,	98
	R. Rodney Bligh, Esq. Vice Ad. of the } Brunswick	74
	White. - - -	
	Cape of Good Hope,	
	G. Lofack, Esq. Senior Captain Jupiter	50
	Sir R. Curtis, Bt. Vice Ad. of the White, Lancaster	64
	East-Indies,	
	P. Rainier, Esq. Vice Ad. of the Blue, Suffolk	74
	*J. Blankett, Esq. Rear Ad. of the White, Leopard	50

Admiral Milbank succeeded Sir Peter Parker, who was advanced to the rank of admiral of the fleet, on the death of Earl Howe. Sir Richard Bickerton was appointed in October additional port admiral, and had his flag in Portsmouth harbour on board of no particular ship.

Upon the death of Sir Charles Thompson,† Rear Admi-

* Promoted to flag officers in February.

† The Freedom of the City of London had been voted in a gold box to this gallant officer, who, dying before it could be presented, the City therefore presented it to his widow, as a memento of the high estimation in which the Citizens of London held the services of her deceased husband.

ral Whitshed hoisted his flag on board the Queen Charlotte, and soon after sailed to join the Lisbon fleet. In May he returned home in the Barfleur; and in August had his flag on board the Temeraire in the Channel fleet. A.D. 1799

Lord Hugh Seymour was appointed to the command of the fleet at the Leeward Islands, and sailed in the Tamer frigate; upon Vice Admiral Harvey's return to England in the Concorde, he hoisted his flag on board the Prince of Wales.

Sir Richard Onslow having retired from the North Sea fleet, Vice Admiral Dickson hoisted his flag on board the Monarch.

Sir Roger Curtis returned to England early in the year, and was afterwards appointed to the command at the Cape of Good Hope, vacant by the death of Sir Hugh Clobery Christian, K. B.

Lord Keith removed his flag from the Foudroyant to the Barfleur, and from thence to the Queen Charlotte, and returned to England in September; he again sailed for the Mediterranean in November.

Earl St. Vincent returned home in the Argo, and struck his flag; as did Sir William Parker, and Rear Admiral Frederick.

Lord Nelson hoisted his flag on board the Foudryant from the Vanguard.

Vice Admiral Bligh returned home from the West-Indies, and struck his flag.

Sir John Borlase Warren first hoisted his flag on board the Temeraire, and then to the Renown.

On the 14th of February his Majesty was graciously pleased to order the following promotion of flag officers.

Sir Chaloner Ogle, Knt.	}	Admirals of the Blue to be Admirals of the White.
Viscount Hood,		
Sir Richard Hughes, Bart.		
John Elliot, Esq.		
Lord Hotham,		
Joseph Peyton, Esq.		
John Carter Allen, Esq.		
Sir Charles Middleton, Bart.		
Sir Richard King, Bart.		
Philip Affleck, Esq.		
Earl of St. Vincent, K. B.		
Viscount Duncan.		

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Richard Braithwaithe, Esq.
 Philips Cosby, Esq.
 Samuel Cornish, Esq.
 John Brisbane, Esq.
 Charles Wolfeley, Esq.
 Samuel Cranston Goodall, Esq.
 H. R. H. Duke of Clarence,
 Sir Richard Onslow, Bart.
 Robert Kingsmill, Esq.
 Sir George Bowyer, Bart.
 Sir Hyde Parker, Knt.
 Benjamin Caldwell, Esq.
 Hon. William Cornwallis.

Vice Admirals of the
 Red to be Admirals
 of the Blue.

William Allen, Esq.
 John Macbride, Esq.
 George Vandeput, Esq.
 Charles Buckner, Esq.
 John Gell, Esq.
 William Dickson, Esq.
 Sir Alan Gardner, Bart.

Vice Admirals of the
 White to be Admi-
 rals of the Blue.

Robert Linzee, Esq.
 Sir James Wallace, Knt.
 William Pere Williams, Esq.
 Sir James Pasley, Bart.
 John Symons, Esq.
 Sir Thomas Rich, Bart.
 Sir Charles Thompson, Bart.
 James Cumming, Esq.
 Sir John Colpoys, K. B.
 Skeffington Lutwidge, Esq.
 Archibald Dickson, Esq.
 George Montagu, Esq.
 Thomas Dumaresq, Esq.
 Lord Keith, K. B.
 James Pigot, Esq.
 Hon. William Waldgrave.

Vice Admirals of the
 Blue to be Vice Ad-
 mirals of the Red.

Thomas

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Thomas Mackenzie, Esq.
Thomas Pringle, Esq.
Sir Roger Curtis, Bt.
Henry Harvey, Esq.
Robert Mann, Esq.
Sir William Parker, Bart.
Ch. H. Everitt Calmady, Esq.
John Bourmaster, Esq.
Sir George Young, Knt.
John Henry, Esq.
Richard Rodney Bligh, Esq.
Alexander Græme, Esq.
George Keppel, Esq.
Samuel Reeve, Esq.

Rear Admirals of the
Red to be Vice Ad-
mirals of the White.

Robert Biggs, Esq.
Francis Parry, Esq.
Isaac Prescott, Esq.
John Bazeley, Esq.
Christopher Mason, Esq.
Thomas Spry, Esq.
Sir John Orde, Bt.
William Young, Esq.
James Gambier, Esq.
Andrew Mitchell, Esq.
Charles Chamberlayne, Esq.
Peter Rainier, Esq.
Lord Hugh Seymour.

Rear Admirals of the
White to be Vice
Admirals of the Blue.

John Stanhope, Esq.
Christopher Parker, Esq.
Phillip Patton, Esq.
Charles Maurice Pole, Esq.
John Browne, Esq.
John Leigh Douglas, Esq.
William Swiney, Esq.
Charles Edmund Nugent, Esq.
Charles Powell Hamilton, Esq.
Edmund Dod, Esq.
Lord Nelson, K. B.
Thomas Lenox Frederick, Esq.
Sir George Home, Bart.
Sir Charles Cotton, Bart.

Rear Admirals of the
Blue to be Rear Ad-
mirals of the Red.

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Captains.

Matthew Squire,
Roddam Home,
John Thomas.

} To be Rear Admirals
of the Red.

James Brine,
John Pakenham,
Sir Erasmus Gower, Knt.
John Halloway,
John Blankett,
George Wilson,
Sir Charles Knowles, Bart.
Hon. Thomas Pakenham,
Robert Deane,
Cuthbert Collingwood,
James Hawkins Whitshed,
Arthur Kempe,
Smith D. Child,
Lord Charles Fitzgerald,
Thomas Taylor,
John Thomas Duckworth.

} To be Rear Admirals
of the White.

John Knowles,
John Willet Payne,
Sir Robert Calder, Bart.
James Richard Dacres,
Hon. George Berkeley,
Thomas West,
James Douglas,
Peter Aplin,
Henry Savage,
Bartholomew Samuel Rowley,
Sir Richard Bickerton, Bart.
George Bowen,
Robert Montagu,
John Fergusson,
Edward Edwards,
Sir John Borlase Warren, Bt. and
K. B.

} To be Rear Admirals
of the Blue.

OCCURRENCES AT AND NEAR HOME.*

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On the 3d of January, the Woolverine of 12 guns, and 70 men, commanded by Captain Mortlock, sailed from the Downs; being the next day off Bologne, she discovered two French luggers, one mounting 16 guns, the other 14, with 140 men each; the weather being thick and foggy, she was close to them before they saw one another. Captain Mortlock knew if they suspected the Woolverine to be a ship of war, they would make off. He therefore put her head towards them and hoisted Danish colours. The luggers immediately bore down, and came within hail. Being hailed by them, Captain Mortlock answered he was from Plymouth, for Copenhagen; reserving his fire till they should come a-breast of him. One of the luggers was close upon the starboard quarter, and had her bowsprit between the mizen chains and the side of the Woolverine. Captain Mortlock instantly hoisted English colours, and the action commenced with musquetry; having lashed the bowsprit of the lugger himself, to one of the iron stanchions, or mizen chains; in order to prevent her escape. The other lugger meanwhile shot a-head, and got on the larboard bow of the Woolverine, running on board of her. In this position she was boarded by the enemy three times, from both the vessels; but every Frenchman engaged in these attempts, was killed. At one time the crew of the lugger on the larboard bow, made so desperate an attack, that it required the assistance of almost every man in the Woolverine to repulse them. At the same time an equally daring effort was made by the lugger on the quarter, and many Frenchmen were actually on board the Woolverine, but were killed by the intrepid gallantry of Captain Mortlock and his brave crew. One Frenchman in particular, was observed to cheer his men, and force them to come on by beating them with the flat of his sword. This man got on the round-house of the Woolverine and gave three cheers to encourage the rest to follow him. He was supposed to be the captain of the lugger, Captain Mortlock ran up to dispute with him the possession of his post. The Frenchman presented a pistol to Captain Mortlock's face, which fortunately missed

* Appendix, Chap. II. No. 374, Fleet employed at home; and No. 391, Guardships, &c.

A.D. 1799 fire. He again cocked his pistol, but Captain Mortlock plunged his half pike into his body before he could fire, and he fell overboard. The Frenchmen now threw some leather bags which were filled with combustibles from the lugger into the windows of the Woolverine's cabin, which immediately set her on fire. The whole crew were obliged to leave the enemy for the purpose of extinguishing the flames; of which circumstance they availed themselves to disentangle their vessels, and made off with all sail set. In this conflict the Woolverine had two men killed and eight wounded; among the latter, her brave commander, who received so desperate a wound from a shot that was fired from the enemy, while they were going off, that he died at Portsmouth on the 10th. Captain Mortlock received two or three slight wounds previous to the last fatal one.

The following is the account which the owners of the above luggers named *La Russe* et *Le Furet*, gave to the minister of marine on their arrival at Boulogne.

Boulogne, January 5th, 1799.

“ An event has just occurred here, which reminds us of the intrepid exploits of the ancient Buccaneers, and to which too much publicity cannot be given.

“ On the 13th of this month (Jan. 2) the luggers *Le Russe*, Captain Pierre Audibert, and *Le Furet*, Captain Dennis Fourmentin, (one of the four brothers who have so often signalized themselves since the commencement of the war,) went out of this road in very foggy weather; in about an hour after, they observed a vessel with three masts and about 600 tons, which, from the make and rigging they supposed to be a Letter of Marque. Notwithstanding the great superiority of the enemy, the attack was no sooner proposed, than it was resolved upon. Cries of *vive la Republique!* resounded on board both luggers at the same moment when the order was given to prepare for action.

“ The two luggers made sail towards the enemy, *Le Furet* came first up with her, and upon her being hailed, she hoisted Danish colours; but captain Fourmentin was not long in discovering that the pretended Dane was an English corvette. She received him with a broadside from her

her 18 pounders, filled with grape shot, and a brisk fire of musquetry. A.D. 1799

“ Captain Fourmentin had no resource left but boarding; grapplings were instantly thrown on board the English vessel, and a desperate battle ensued for about 20 minutes. Meanwhile Captain Audibert came up and grappled the stern of the enemy, at the very moment when *le Furet* disabled, and having twenty men killed and wounded, was obliged to give way. They then engaged on both sides with great fury, and a terrible fire took place, which lasted for about an hour. The French were quite exposed in a weak vessel, and were obliged to fire almost perpendicular upwards. The English on the contrary, poured their grape shot down upon the lugger, and were sheltered by high upper works. The fire of the French, however, obliged them to leave the quarter deck, and to rendezvous on the forecastle. It was then that believing himself about to be taken, the English captain ordered the Danish colours to be pulled down, and the English to be hoisted.

“ Captain Audibert took this opportunity to attempt boarding. Three of his crew got upon the poop and sustained the fire of 40 or 50 marines from the forecastle. The enemy was about to surrender, when a cry of fire was set up; the wadding and combustibles shot through the cabin windows had actually set fire to it.

“ Captain Audibert then thought it prudent to abandon his object, lest his own vessel should be blown up with his enemy. He cut the lashings on the helm, hoisted his sails, and returned to port without any attempt on the part of the English to oppose him.”

“ This action which covers the two captains and their crews with glory, has cost the lives of a number of republicans. The brave Fourmentin survived this glorious action only ten hours; he had five men killed and fifteen wounded, five of the latter mortally. Captain Audibert has lost his first and second lieutenants, both officers of tried courage; another officer, two seamen, and five others are mortally wounded. According to the reports of the crews of both luggers; the English loss must have been considerable.”

On the 6th of January, the ship *Lancaster*, of Lancaster, Captain Wilson, was attacked off the Start, by a large French Privateer, mounting 20 guns; which after a smart contest

A.D. 1799 contest of two hours, she obliged to sheer off; the Lancaster put in to Cork much shattered, with the loss of one man killed and four wounded.

On the 7th of January, the Apollo of 38 guns, Captain Halkett, was lost on the coast of Holland in chase of a Dutch ship; the captain and crew were saved by a Prussian ship which went down to their assistance. On the 15th, Captain Halkett was tried by a court-martial on board the Monmouth, for the loss of the above ship; and nothing appearing to criminate him in the least, he was acquitted. The pilot, through whose neglect the ship was lost, was broke.

On the 8th of January, a court-martial was held on board his Majesty's ship Andromeda, in the river Medway, on Robert K. Percy, commander of the Louisa gun-vessel, on a charge of defrauding some seamen of their bounty money. The charge being fully proved, the court adjudged him to two years imprisonment in the Marshalsea, to be mulcted of his pay, and rendered incapable of employment in his Majesty's service.

On the 16th, Sir Alan Gardner arrived at Spithead, with the Squadron under his command, from a cruise off Brest.

On the 17th of January, Sir Charles Thomson sailed on a cruise from Spithead with eight sail of the line.*

On the 19th, Captain George Murray was acquitted by the sentence of a court-martial, for the loss of his Majesty's ship the Colossus, on the 7th of December last, on the Scilly islands.

In the same month, Lieutenant Jones, of the Sensible frigate, was sentenced by a court-martial at Portsmouth, to be dismissed his Majesty's service, rendered incapable of serving again as an officer, and mulcted of all his prize money. The charges exhibited against him were, that he took 50 men over the bar at Lisbon, and did not return them so soon as directed; for leaving the convoy and going into Falmouth, with a fair wind up the Channel, instead of proceeding to Spithead or the Downs, and for embezzling part of the cargo.

On the 31st of January, Lieutenant Moringcourt was tried by a court-martial, held on board the Gladiator in

* Appendix, Chap. II. No. 375.

Portsmouth harbour, and sentenced to be reprimanded; the charge of inattention while cruising on the coast of France, by which the *Arethusa* got on shore, being proved. A.D. 1799

On the 1st of February, the *Proserpine* frigate, commanded by Captain James Wallis, having on board the Hon. Mr. Grenville and suite, on his way to Berlin, was unfortunately lost in the river Elbe. The following is the official account given by Captain Wallis to Vice Admiral Dickson.

“ Newark Island, Feb. 18, 1799.

“ SIR,

“ It is with infinite concern I am to inform you of the loss of his Majesty's ship *Proserpine*, late under my command, in the river Elbe, on Friday morning the 1st instant, having sailed from Yarmouth the preceding Monday at noon, in compliance with the order you were pleased to give me. Nothing material happened from that time until Wednesday morning following; when being close in with the Heligoland, I made a signal for a pilot, which I very soon got on board: it being a fine day, with the wind at N. N. E. we proceeded for the Red Buoy, where we anchored for the night: here we found that the buoys had been taken up; and a consultation in the presence of Mr. Grenville, took place with the Heligoland pilot, and the two belonging to the ship, who professed a thorough knowledge of the river as to the practicability of getting up the river without the buoys: they all agreed there was not the smallest danger or fear of our getting to Cuxhaven, if I would only proceed on between half ebb and half flood; that in that case they would see the sands, and that they knew their marks perfectly well. In the morning we got under weigh, having a very fine day, with a small breeze at N. N. E. and proceeded up the river; the Prince of Wales packet, who kept company with us from Yarmouth, standing on a-head of us. In the afternoon about four o'clock, being within four miles of Cuxhaven, it began to snow, and it came on very thick, which obliged us to anchor; at this time we saw but little ice in the river. At nine P. M. the wind shifted to E. by S. and blew the most dreadful snow storm that can be imagined, and which brought down such torrents of heavy ice on us with the ebb, that, with all hands on deck, it was with the greatest difficulty, and using every

A. D. every precaution to prevent the cables being cut, that we
1799 preserved our station till the morning. At eight o'clock
the flood tide having nearly carried the ice up, which left an
opening a-head, and seeing the river all blocked up above
us, with the packet a-shore, and no possibility of either
landing Mr. Grenville, or proceeding higher up, there
was no time to be lost in making our retreat out of the
Elbe. I accordingly got under weigh, and stood out to
endeavour to make a landing on some part of the coast of
Jutland, which Mr. Grenville informed me, from the im-
portance of the service we were on, was absolutely neces-
sary, if possible, to effect; but unfortunately, after the pi-
lots had informed me that we were clear of all the sands, the
ship struck at half past nine, on nearly the extremity of the
sand, stretching out from this island: it blowing a very
heavy gale of wind, she went on with great force, though
we had no sail set but the fore top-mast stay sail; there were
but ten feet water under the fore part of her keel. I im-
mediately hoisted out the boats, with the intention of carrying
out an anchor, but being high water, the ice returned on us
so soon, that it was found impracticable: the boats were
hoisted in again, and all hands turned to shore the ship, and
heeling her towards the bank; the first run of the tide
brought down such heavy ice on us, which immediately car-
ried away our shores, tore all the copper from the starboard
quarter, cut the rudder in two, the lower part of which
lay on the ice under the counter, notwithstanding which I
did not give up the hope of getting the ship off the next
high water; her guns and stores were thrown overboard,
in order to lighten her for that purpose, all of which were
borne by the ice, which will give you some idea of the
thickness of it. At 10 o'clock on Friday night, it being high
water, the heavy gale at S. E. kept out the tide to that de-
gree, that we had three feet water less than when we got on,
which put an end to all our hopes; for on the return of the
ebb, and during the whole of it, it is impossible to describe
to you the dreadful state we were in, expecting every mo-
ment to be torn to pieces by the ice, the extreme cold wea-
ther, the darkness of the night, and the heavy snow storm,
altogether making one of the most distressing and deplorable
situations that a set of unfortunate people were ever placed
in. On Saturday morning the gale increased to an uncom-
mon degree; the ice was up to the cabin windows; the
stern

stern post broke in two, and the ship otherwise much damaged. It was proposed by Mr. Grenville, the gentlemen and officers, to try to get over the ice to this place, which was the only means left to save the lives of the ships' company; and that staying on board any longer was useless, and might be attended with the most dreadful consequences. Although the proposal seemed to me a very dangerous one, and little likelihood of its success, from the thickness of the weather, the extreme cold, our total ignorance of the way, and many other reasons; yet as it was the general wish, and the ship inevitably lost, I agreed to quit her. At half past one o'clock, it being the last quarter's ebb, the ship's company commenced their march on the ice in subdivisions, attended by their respective officers, in such good order as will ever reflect the highest honour on them. At three o'clock P.M. having seen every person out of the ship, I followed, accompanied by Lieutenant Ridley, of marines; and at half past six o'clock P.M. after a journey of six miles, in the severest weather that ever was seen, over high flakes of ice, and sometimes up to our middles in snow and water, we arrived at this place, where I had the satisfaction of finding Mr. Grenville, and every person in safety, except the persons named in the margin,* who were frozen to death on their passage hither: a few others had their legs and fingers frozen; but I am happy to inform you that they are in a fair way of doing well. To all bountiful Providence do I attribute this miraculous escape; nor can we ever sufficiently praise the Almighty for his care and deliverance of so many of us. From the time of our arrival here, until the Tuesday night following, the storm lasted without the least intermission. On Wednesday morning the 6th, the scarcity of provisions, and the weather being more moderate, made it necessary to send part of the ship's company to Cuxhaven, some of the inhabitants having undertaken to go as guides, Mr. Grenville's great anxiety and zeal to get on, urged the prosecution of this plan as soon as possible; therefore at eight o'clock the tide suiting, Lieutenant John Wright, my first lieutenant, and one half of the officers and men, with Mr. Grenville, Mr. Wynne, Mr. Fisher, (secretary of the embassy,) the three messengers, (Messrs.

* These were seven seamen, a boy, four marines, one woman and her child.

A.D. Shaw, Detry, and Mafon,) with servants, guides, &c.
1799 set off, and providentially arrived at Cuxhaven, after a passage as dangerous and difficult to encounter with as that they experienced on their journey from the ship here. The remainder of my ship's company I kept, in hopes of saving the ship's stores, should there be any possibility of doing so. On Friday the 8th, Mr. Anthony, the master, volunteered with a party of men to go on board the ship, to endeavour to bring on shore some bread, which article we were much in want of, as well as to ascertain exactly her situation, they effected with great difficulty their purpose, and on their return, Mr. Anthony made the following report, viz. that the ship had seven feet and a half water in her, laying off on her beam ends; that she appeared to be broken asunder, the quarter-deck separated from the gangway six feet, and apparently only kept together by the vast quantity of ice about her. From this account it was agreed to have no more communication with her; but on Sunday morning the 10th, on enquiry, I found that the clearness of the day had induced Mr. Anthony to set off again for the ship; and that Mr. Kent, the surgeon; Mr. William Johnson Bowes, midshipman; Mr. William Tait, boatswain; and two seamen had accompanied him: they got on board; and unfortunately neglected, until too late in the tide, to return, which left them no alternative but that of remaining on board till the next day. About ten o'clock at night the wind came on at S. S. E. and blew a most violent storm; the tide, though at the neap, rose to an uncommon height, the ice got in motion, the velocity of which swept the deck to destruction, for in the morning not a vestige of her was to be seen, and with it I am miserably afraid went the above unfortunate officers and men; and if so, their loss will be a great one to the service, as in their different departments they were a great acquisition to it; the only hope I have is, that that Providence which has so bountifully assisted us in our recent dangers and difficulties, may be extended towards them, so as to preserve their lives, by means of the boats or otherwise; but I am sorry to say, that my hopes are not founded on the most distant degree of human probability. This melancholy accident happening so unexpectedly, added to my other misfortunes, has given so severe a shock to my health and spirits, as to prevent me hitherto undertaking

ing the journey to Cuxhaven, where the surviving ship's company now are. A.D. 1799

" I have the honour to be, &c. &c.

J. WALLIS."

Cuxhaven, Feb. 23, 1799.

" P. S. It is with great pleasure I inform you, that on my arrival at Cuxhaven with the remainder of my ship's company from Newark Island, I found that Mr. Anthony, the master, with the surgeon and boatswain, had arrived here the preceding night. The account Mr. Anthony gives, (the packet being in momentary expectation of sailing) will not afford me an opportunity of saying more, than that the ice which had adhered to the ship, and surrounded her in such a heavy body, after she had floated in the manner I have before described on the 11th instant, supported her without quitting her, it freezing very hard for some days, till at length the wreck was cast on shore on the island of Baltrum, from which providentially they all made their escape; and I shall beg leave to refer you to Lieutenant Wright, the bearer of this, who is very able to give you any further information, whom I shall follow to England as soon as I have made the necessary arrangements here, which I hope will be by next Thursday.

" J. WALLIS."

" *To Vice Admiral Dickson, &c.*"

On the 2d of February, the Nautilus sloop of war, Captain Henry Gunter, was lost off Sheeton Cliff, south side of Filey Bay; the crew saved.

On the 5th of February the snow Hope, Captain Anyon, of Liverpool, destined on a voyage from Riga to London, laden with hemp and iron, sailed from Hull, with the wind at N. W.; her crew consisting of master, mate, four seamen, and three boys. She proceeded southward till three o'clock the next morning, when the wind came on to blow a hard gale from S. E. which increased to such a degree, that they were obliged to lay to under a reefed foresail, the wind and sea raging with such violence, that notwithstanding every exertion, the ship was driven to the northward, labouring and straining very much. The gale continuing its force, with heavy snow and total darkness, they could not make the Humber, or perceive any object, until they were

A.D. 1799 were met by a brig cutter, whom Captain Anyon hailed, and requested the assistance of a pilot; no answer, however, attended the application, as the cutter soon after parted company, and the Hope still continued to drive to the northward at the mercy of the wind and waves. About midnight, on Friday the 1st of Feb. she unfortunately struck upon the ground, the sea running at the time so tremendously high, as to make an entire passage over her; at the same time the cabin boy was washed from the deck. The captain and crew finding every exertion in vain, were reluctantly obliged to abandon their quarters, and attend to the strong calls of self preservation; the captain at the same time declaring aloud, "that he would not quit the vessel while a chance of hope remained. The mate was of opinion that they were not far from land, and signified his intention to endeavour to make it, notwithstanding the snow was descending in clouds, and the darkness prevented him even from seeing the length of the ship. The captain, and Carl Ehrlic, a Prussian seaman, delivered their watches and money to the mate, who jumped into the boat which still remained upon deck; but a heavy sea at the moment breaking over her, swept away the boat, and he preserved himself by catching the main stay: the next tremendous wave, alas! proved too strong for resistance, and overwhelmed him never more to be seen. The rest of the crew now sought shelter in the rigging, one man in the fore top, and the rest in the main top.

"The Prussian before mentioned feeling pity for a boy by the name of Swaine, about twelve years of age, had taken him in his arms, and ascended the main-top, in defiance of the heavy sea which continued to break over them. The captain, in despair, also ascended the rigging, and placed himself upon the main yard, from whence he was heard to bemoan their sad fate, and the consequent distress of his wife and children. In this state they remained for a considerable time; but from the extreme severity of the night, and their benumbed and exposed situation, the captain was soon seen to drop down, supposed to be wholly or nearly dead from the cold; and two other men were also washed out of the main-top. The vessel had now driven nearer to the shore: and another heavy sea soon after breaking over her, carried away the main-mast, with the Prussian, another seaman, and Swaine, the boy, upon it. The Prussian again laid hold of
the

the boy, who earnestly exhorted him, by crying, "Oh, Charles, hold me fast!" But finding it indispensable, for his own preservation, was obliged to quit his hold, and the poor boy was drowned. A. D. 1799

The main-mast being still entangled with the ropes of the foremast, the Prussian remained in his perilous situation for a considerable time, till the mast drifted nearer the foremast, and enabled him with difficulty to lay hold of the fore-top-sail-yard, from whence he got to the fore-top-mast head, where he found the man before-mentioned still alive. By this time the vessel was drifted close to Drinlington high land, on the Holderness coast, about eight miles to the north of Spurn Point. The Prussian perceiving the cliff, and supposing it attainable from the top-gallant-mast head, prepared to ascend it, and was solicited by a ship mate to lend him assistance, in order to ascend it also, but which he declared was not in his power, exhorting him to follow, being the only means left for preservation; to which, he replied, that being frozen stiff with cold, he was not able to stir a single joint. This poor fellow being never more seen, must have shared the fate of the rest of the crew. The Prussian, watching a favourable opportunity, dropped upon the side of the cliff, which, from being so hard frozen, was exceedingly slippery, and rendered it difficult to prevent himself from falling into the breakers. This, however, he was enabled at length happily to effect, and got safe to the top of the cliff at three o'clock in the morning, where he wandered about till break of day, the only survivor of the unfortunate crew. He reached Hull, where he related this melancholy account of the loss of the vessel.

On the 2d of February, Mr. Charles Sturt, member for Bridport, with great resolution, perseverance, and humanity, saved the crew of a vessel, which ran on shore near Poole in a heavy gale of wind, by going off in his boat at the risk of his own life. The Humane Society, as a reward for Mr. Sturt's intrepid conduct, presented him with a medal, on which is inscribed—*Carlo Sturt, Armigero, S. B. ob vitas ex fluctibus eraptas 1799.*

On the 11th of February the Weazle sloop of war, the Hon. Capt. H. Grey, was wrecked in Barnstaple Bay in a heavy gale of wind; the whole crew perished.

In February Captain Nicholas Tomlinson, late commander of the Suffisante sloop of war, was struck off the

A. D. list of captains, on a complaint made against him to the
 1799 lords of the admiralty by Capt. P. Frazer, of *La Nymphe*, for having in his possession the private signals when on board the *Hawke* letter of marque, in chace of a Spanish vessel, and making himself known by them to *La Nymph*, when she joined in the chace. Captain Tomlinson cruized with great success when captain of *La Suffisante*, and was considered a very vigilant and active officer. Captain Tomlinson presented a memorial to his Majesty through the lords of the admiralty, praying to be reinstated in his rank, which was rejected. In April 1801, he served as a volunteer with Admiral Sir Hyde Parker at the attack of Copenhagen, where he so much distinguished himself, and was so highly spoken of by the admiral, that, on a second memorial being presented to the King, he was graciously pleased to restore him the rank of post captain from the 22d of September 1801.

On the 20th of February the *Cambrian* frigate, the Hon. Captain Legge, encountered a heavy gale of wind in the Channel, attended with thunder and lightning. A fire ball fell upon the forecastle, which killed two men, and wounded 17 others, two of whom were struck blind, and another raving mad.

On the 18th of March the *Telegraph* armed brig of 16 guns, commanded by Lieutenant J. A. Worth, being off the Isle of Bas, fell in with, and captured, after a smart action which continued three hours and a half, *L'Hiron-delle* French brig corvette of 16 guns, and 89 men, five of whom were killed, and 14 wounded. The *Telegraph* had only five men wounded.

On the 26th of March Captain Wallis, his officers, and ship's company, were tried by a court-martial held on board his Majesty's ship *Ganges*, in Yarmouth Roads, for the loss of the *Proserpine*. The following extract from the public dispatch of the Right Hon. Mr. Grenville, to Lord Grenville, one of his Majesty's principal Secretaries of State, dated Berlin, February 19, 1799, was transmitted by the Lords Commissioners of the Admiralty to Vice Admiral Dickson at Yarmouth, with directions for its being read on Captain Wallis's court-martial.

“ The unfortunate loss of his Majesty's frigate the *Proserpine*, on board of which I embarked at Yarmouth, is a circumstance which I cannot mention without feeling how much

much it is due from me to the captain of that ship, to state the importunity with which, out of zeal for his Majesty's service, I pressed upon him to persevere in attempting a passage, which the severity of the season, and the danger of the navigation, without any buoys to trace it, would naturally have prevented him from risking so far, if I had not most earnestly solicited him, at all hazards, to pursue the voyage as long as it was possible that the ship could advance. When the frigate had unfortunately struck, that we were enabled to escape with our lives, we chiefly owe to the steadiness and activity of Captain Wallis; and to the uncommon degree of order and discipline which that officer had established in his ship's company, and maintained under much danger and little hope. By his assistance, I was enabled to save the greater part of my papers, and all the letters entrusted to me by their Majesties and the Royal Family."

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After this paper, (which reflected so much merit on Captain Wallis,) and the sentence were read, which set forth that the conduct of the captain, officers, and ship's company, was in every degree highly meritorious, and all honourably acquitted. The President made the following speech to the crew by order of the court.

"Seamen of the *Proserpine*! Your conduct has been such as to merit the thanks of this Court, with that of your country; and, I trust, that the example shewn by you of good order and obedience to command in times of difficulty and danger, will be held forth, as worthy of imitation to all the seamen of his Majesty's fleet."

Captain Wallis, his officers, and ship's company, as a sense of their gratitude for the kindness, humanity, and attention which they had received from M. Lorenti Wittké, (after they landed on the Island of Newark, at the time of their distress, after having been shipwrecked on the Scaron Land, at the mouth of the Elbe, and marched six miles over the ice in the most inclement weather, almost exhausted with hunger, cold, and fatigue) presented that gentleman with a piece of plate in the shape of a coffee urn, with the following inscription:

"This piece of plate is presented to Lorenti Wittké, of the Island of Newark, as a grateful testimony of his kindness and humanity towards the Right Hon. Mr. Grenville and suite, Captain Wallis, his officers, and ship's company, after their providential escape on shore from the wreck of

A. D. his Britannic Majesty's late ship *Proserpine*, over a field of
 1799 ice more than six miles distance, on the 1st of February,
 1799."

On the 9th of April the *St. Fiorenzo* of 40 guns, commanded by Sir Harry Burrard Neale; and the *Amelia* of the same force, commanded by the Hon. Capt. Herbert, being off Belleisle, saw some ships at anchor in the Great Road, which on their nearer approach were discovered to be three French frigates, and a large sailing gun vessel, with their top-sail yards ready hoisted to come out.* A heavy and sudden squall of wind unfortunately carried away the *Amelia's* main top-mast, and fore and mizen top-gallant masts. The enemy, encouraged by this accident, immediately got under weigh, and made sail towards the British frigates. Sir Harry Neale, with great firmness and resolution, notwithstanding the disaster which had befallen the *Amelia*, made the signal to prepare for battle, and manifested a readiness to meet the enemy; when he had run a little to leeward, he shortened sail, that the *Amelia*, whose crew had by this time with great exertions and activity cleared the wreck, might close and keep under command with her fore and mizen top-sails. The enemy soon closed with the British frigates, and a brisk action ensued. As the enemy kept edging down on the islands of Houat and Hedic, it obliged the British commanders to bear down three times to close with them, by which they became also exposed to the fire of the batteries on these islands. After engaging an hour and 55 minutes, the enemy's frigates wore and stood in towards the Loire, two of them in a shattered condition. The loss sustained on board the *St. Fiorenzo* was one seaman killed, and 18 wounded. The *Amelia*, Mr. Bayley, midshipman, and one seaman killed; 17 wounded.

On the 23d of April the question was decided between the Captains Lumley and Sutton, which of them was entitled to the prize money made by his Majesty's ship *Isis*, during the arrest of Captain Sutton.

Mr. Hartley, on the part of Captain Lumley, entered

<i>Ships.</i>		<i>Guns.</i>		<i>Men.</i>
* <i>La Vengeance</i>	-	48	-	400
<i>La Corneille</i>	-	44	-	320
<i>La Semillante</i>	-	44	-	320
Cutter Gun Vessel	-	12		

very

very much at length into the circumstances of this case; he stated that Captain Sutton commanded the *Ifis*, which ship formed part of the squadron which sailed in the year 1781, under the command of Commodore Johnstone. He then proceeded to detail the circumstances which took place in the action fought in Port Praya Bay, between the English and French squadrons. Immediately after that action, Commodore Johnstone put Captain Sutton under an arrest, and appointed Captain Lumley to the command of the *Ifis* in his room. Captain Sutton, upon his return to England, brought an action for damages against Commodore Johnstone, and obtained a verdict for 5000*l*. A new trial was obtained by the Defendant, and upon that occasion the plaintiff obtained a verdict for 6000*l*. The question was then brought into the House of Lords by writ of error, and the whole proceedings were reversed. Mr. Hartley then argued with great ability that Captain Lumley was entitled to the prize money arising from the captures made by the *Ifis* while he had the command of her, and while Captain Sutton was suspended.

Mr. Wood argued very ably on the other side.

Lord Kenyon said, that if the question in this case was, which of them came under the description of the act of parliament, modelled on the king's proclamation, as captain of the *Ifis*, during the time that the captures were made by that ship of war? And upon that question his Lordship was clearly of opinion, that the preference was due to Captain Sutton, who was to all intents and purposes entitled to his pay, and all the emoluments that were incident to the station of a captain during the time of his arrest, and until he should be displaced either by the admiralty, or by sentence of a court-martial, he was as much entitled to all these advantages, notwithstanding this arrest, as if he had been confined to his cabin from a wound in battle. By the way, his Lordship observed, Captain Sutton, he was bound to say, had been harshly, severely, and very improperly arrested. He would not say any thing of the reversal of the verdict for 6000*l*. in Captain Sutton's favour: he dared to say, that what was determined by Lord Mansfield, and the Chief Justice of the Common Pleas, was according to the rules of law, but it certainly was a case of abundant hardship. With regard to Captain Lumley, he was most undoubtedly a meritorious officer, but he had not the same claim to be

A.D. 1799 considered captain of the ship, for he came on board by order of the Commodore, to have the pay of a captain, and victual in the ship. In short, while Captain Sutton was captain of the ship, as most assuredly he was, and must be, until displaced either by the Admiralty, or the sentence of a court-martial, nobody else could be captain of that ship. As well might it be said, that Lord Pigot was not governor of Madras, in consequence of the most shameful treatment he met with there, as to say that Captain Sutton was not captain of the *Isis* while he was thus under arrest. His Lordship expatiated considerably on this case, and concluded with saying, that he was most clearly of opinion that judgment ought to be given for Captain Sutton; to which the other Judges assented, and judgement was given accordingly.

On the 26th of April a French fleet of ships of war, consisting of twenty-five sail of the line, eight frigates, and two corvettes, commanded by Admiral Bruix, having on board a large body of troops, took the advantage of Lord Bridport having been forced off his station, to slip out of Brest under cover of a thick fog. On the day following the British admiral resumed his station with sixteen sail of the line, when to his great mortification, he perceived that the French fleet had escaped his vigilance.

The admiral judging that the enemy might have shaped his course for the coast of Ireland, instantly proceeded off Cape Clear; at the same time dispatched frigates in every direction in quest of him. The news of the Brest fleet being out reached Plymouth on the 30th. Not a moment was lost in making the greatest exertions to send reinforcements to Lord Bridport, and also to the squadrons on the coasts of Holland and Spain.*

In the course of a fortnight the British fleets in every quarter were sufficiently strengthened to resist that of the enemy, wherever they might chance to meet them.

In spite of all these precautions, the French admiral pushed for the Mediterranean, and succeeded in passing the Straits unmolested; but was disappointed in his hopes of being able to join the fleet of Spain either at Ferrol or Cadiz. From the first of these places six sail of Spanish ships of the line had sailed, having on board 3000 troops; but being

* Appendix, Chap. II. No. 376.

closely watched by the British cruizers, five were obliged to take shelter under the isle of Aix. The other returned to Ferrol. A. D. 1799

On the 11th of May Lieutenant Searle, in the Courier armed brig, fell in with off the Texel, a French brig privateer of 16 guns, which he engaged an hour and forty minutes, when the enemy availed himself of a thick fog to make sail, and escaped. The Courier was much crippled in her sails, rigging, &c. with five men wounded.

On the 14th of May a court-martial was held on board the Gladiator at Portsmouth, to try the Right Honourable Lord Augustus Fitzroy, Captain of his Majesty's ship the Sphynx, for disobedience of orders and misconduct, in not bringing home, under his convoy, the East-Indiamen and other trade belonging to the East-India Company lying at St. Helena. The court was composed of the following members, viz.

President,

Sir Roger Curtis, Bart. Vice Admiral of the White.

Captains,

Francis Pickmore,	Sir Thomas Williams, Knt.
Hon. A. K. Legge,	Richard King,
Thomas Larcom,	Thomas Rogers,
Thomas Western,	Temple Hardy,
William Lukin,	Robert Lawrie,
Hon. Charles Paget.	

After having heard read Commodore Lofack's orders, and a long correspondence between his Lordship, Governor Brooke, and the Captains of the several Indiamen, the Court, after a most animated defence from his Lordship, sat in deliberation three hours, and ordered that he should be dismissed from the command of his present ship.

On the 3d of June Captain Thomas Western, of his Majesty's ship Tamer, was presented by the representatives of the merchants of Barbadoes with a piece of plate valued at 150 guineas, in acknowledgement of his great activity and unremitted attention to the protection of the trade of the island when he was upon that station.

On the 11th of June, judgment was passed in the Admiralty-court, Doctors Commons, on the Swedish merchantmen taken some months since by Captain Lawford,

A.D. 1799 and carried into the Downs; that all the vessels with their several cargoes should be condemned, (being laden with naval and military stores, bound to France); but that the private adventures of the masters should be restored. The prizes are calculated to be worth 600,000*l*. See Sir William Scott's judgment and opinion on this question, page 264.

On the 13th of June, Admiral Lord Bridport arrived from his cruise in quest of the French fleet; having detached Admiral Sir Alan Gardner, with 16 sail of the line, to reinforce the squadron off Cadiz, and in the Mediterranean under Earl St. Vincent. Rear Admiral George Berkeley was left to cruise off Brest with a squadron of observation.*

In the night of the 27th of June, the boats of the small squadron cruising under the orders of Captain Winthorp, in the *Circe*, off the coast of Holland, very gallantly cut out from the Wadde, twelve merchantmen, some with valuable cargoes, without a man being either killed or wounded; notwithstanding they were much annoyed by the fire from the enemy's batteries and gun-boats.† On the 10th of July, the boats of the same squadron, with equal resolution and bravery, cut out three more valuable vessels from the Wadde, and burnt another laden with ordnance stores.

On the 27th of June, Admiral Lord Bridport struck his flag, and Rear Admiral Pole hoisted his on board the *Royal George*; on the same afternoon he put to sea from Cawsand Bay, in company with the *Sulphur*, *Explosion*, and *Volcano* bombs. On the 1st of July, Admiral Pole joined Rear Admiral Berkeley off the Isle of Rhe;‡ and the next day proceeded to the attack of the five Spanish ships of the line, which had taken shelter under the protection of the batteries on the isle of Aix, and a floating mortar battery which was moored in the passage between a shoal and the isle of Oleron. The squadron having anchored at 11

* Appendix, Chap. II. No. 376.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>Circe</i> , - - -	28	Capt. R. Winthorp.
<i>Jalouse</i> - - -	14	— Temple.
<i>Pylades</i> , - - -	14	Mackenzie.
<i>L'Espiegle</i> - - -	14	Boorder.
<i>Tysiphone</i> - - -	14	
<i>Courier</i> } cutters.		
<i>Nancy</i> }		

‡ Appendix, Chap. II. No. 377.

o'clock

o'clock in Basque Road; the bomb sketches took their stations under cover of the frigates, commanded by Captain Keats, and opened their fire upon the Spanish ships, which was continued with great briskness for three hours, but with no effect, the Spanish Squadron being at too great a distance. The batteries from the isle of Aix, during this time, kept up an incessant cannonade. The wind dying away, and the enemy having brought forward several gun-boats; the Admiral called off the ships engaged, got under weigh and stood to sea. Soon after Rear Admiral Berkeley returned to Plymouth with three sail of the line and bomb-ketches, whilst Admiral Pole remained off Rochfort to prevent the Spaniards escaping.

On the 3d of July, the night being extremely dark and foggy, about half past nine, the ship Benjamin and Elizabeth, one of the West-India fleet, being about 4 leagues from Dungeness, was hailed by a lugger, who running under her lee quarter, asked her if she wanted a pilot. On being answered No, a fellow on board the lugger, who spoke good English, desired them to back their main-top-sail and surrender, and at the same instant firing a volley of musquetry, boarded her on the quarter. The captain and mate of the Benjamin, and two English seamen (the rest of her crew amounting to eight, being foreigners) fired the only gun they had on that side into the lugger; but the Frenchmen had effected their boarding. Captain White, his mate, and two seamen, continued, however, with all the gallantry that characterises British sailors, to defend their vessel, and had actually beaten the Frenchmen from their deck, and the mate was bravely lashing the lugger's fore-mast to the Benjamin's quarter when they were boarded on the beam by a second lugger, the crew of which came on their backs, while they were yet engaged with the lugger on their quarter, and inhumanly, although they had possession of the ship, cut and shot all they met. The captain who was wounded severely, was by two of the villains, thrown from the ship over-board; but picked up by the lugger; the mate was cut with a sabre in several places, and a pistol put to his mouth (though unarmed) and fired off, the ball went through his tongue and lodged under his shoulder. One of the seamen had also a pistol put to his cheek and fired; the ball went through his mouth and was extracted from under his arm. Fortunately the Racoon
sloop

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every precaution to prevent the cables being cut, that we preserved our station till the morning. At eight o'clock the flood tide having nearly carried the ice up, which left an opening a-head, and seeing the river all blocked up above us, with the packet a-shore, and no possibility of either landing Mr. Grenville, or proceeding higher up, there was no time to be lost in making our retreat out of the Elbe. I accordingly got under weigh, and stood out to endeavour to make a landing on some part of the coast of Jutland, which Mr. Grenville informed me, from the importance of the service we were on, was absolutely necessary, if possible, to effect; but unfortunately, after the pilots had informed me that we were clear of all the sands, the ship struck at half past nine, on nearly the extremity of the sand, stretching out from this island: it blowing a very heavy gale of wind, she went on with great force, though we had no sail set but the fore top-mast stay sail; there were but ten feet water under the fore part of her keel. I immediately hoisted out the boats, with the intention of carrying out an anchor, but being high water, the ice returned on us so soon, that it was found impracticable: the boats were hoisted in again, and all hands turned to shore the ship, and heeling her towards the bank; the first run of the tide brought down such heavy ice on us, which immediately carried away our shores, tore all the copper from the starboard quarter, cut the rudder in two, the lower part of which lay on the ice under the counter, notwithstanding which I did not give up the hope of getting the ship off the next high water; her guns and stores were thrown overboard, in order to lighten her for that purpose, all of which were borne by the ice, which will give you some idea of the thickness of it. At 10 o'clock on Friday night, it being high water, the heavy gale at S. E. kept out the tide to that degree, that we had three feet water less than when we got on, which put an end to all our hopes; for on the return of the ebb, and during the whole of it, it is impossible to describe to you the dreadful state we were in, expecting every moment to be torn to pieces by the ice, the extreme cold weather, the darkness of the night, and the heavy snow storm, altogether making one of the most distressing and deplorable situations that a set of unfortunate people were ever placed in. On Saturday morning the gale increased to an uncommon degree; the ice was up to the cabin windows; the stern

stern post broke in two, and the ship otherwise much damaged. It was proposed by Mr. Grenville, the gentlemen and officers, to try to get over the ice to this place, which was the only means left to save the lives of the ships' company; and that staying on board any longer was useless, and might be attended with the most dreadful consequences. Although the proposal seemed to me a very dangerous one, and little likelihood of its success, from the thickness of the weather, the extreme cold, our total ignorance of the way, and many other reasons; yet as it was the general wish, and the ship inevitably lost, I agreed to quit her. At half past one o'clock, it being the last quarter's ebb, the ship's company commenced their march on the ice in subdivisions, attended by their respective officers, in such good order as will ever reflect the highest honour on them. At three o'clock P.M. having seen every person out of the ship, I followed, accompanied by Lieutenant Ridley, of marines; and at half past six o'clock P.M. after a journey of six miles, in the severest weather that ever was seen, over high flakes of ice, and sometimes up to our middles in snow and water, we arrived at this place, where I had the satisfaction of finding Mr. Grenville, and every person in safety, except the persons named in the margin,* who were frozen to death on their passage hither: a few others had their legs and fingers frozen; but I am happy to inform you that they are in a fair way of doing well. To all bountiful Providence do I attribute this miraculous escape; nor can we ever sufficiently praise the Almighty for his care and deliverance of so many of us. From the time of our arrival here, until the Tuesday night following, the storm lasted without the least intermission. On Wednesday morning the 6th, the scarcity of provisions, and the weather being more moderate, made it necessary to send part of the ship's company to Cuxhaven, some of the inhabitants having undertaken to go as guides, Mr. Grenville's great anxiety and zeal to get on, urged the prosecution of this plan as soon as possible; therefore at eight o'clock the tide suiting, Lieutenant John Wright, my first lieutenant, and one half of the officers and men, with Mr. Grenville, Mr. Wynne, Mr. Fisher, (secretary of the embassy,) the three messengers, (Messrs.

* These were seven seamen, a boy, four marines, one woman and her child.

A.D. Shaw, Detry, and Mafon,) with servants, guides, &c.
1799 set off, and providentially arrived at Cuxhaven, after a passage as dangerous and difficult to encounter with as that they experienced on their journey from the ship here. The remainder of my ship's company I kept, in hopes of saving the ship's stores, should there be any possibility of doing so. On Friday the 8th, Mr. Anthony, the master, volunteered with a party of men to go on board the ship, to endeavour to bring on shore some bread, which article we were much in want of, as well as to ascertain exactly her situation, they effected with great difficulty their purpose, and on their return, Mr. Anthony made the following report, viz. that the ship had seven feet and a half water in her, laying off on her beam ends; that she appeared to be broken asunder, the quarter-deck separated from the gangway six feet, and apparently only kept together by the vast quantity of ice about her. From this account it was agreed to have no more communication with her; but on Sunday morning the 10th, on enquiry, I found that the clearness of the day had induced Mr. Anthony to set off again for the ship; and that Mr. Kent, the surgeon; Mr. William Johnson Bowes, midshipman; Mr. William Tait, boatswain; and two seamen had accompanied him: they got on board; and unfortunately neglected, until too late in the tide, to return, which left them no alternative but that of remaining on board till the next day. About ten o'clock at night the wind came on at S. S. E. and blew a most violent storm; the tide, though at the neap, rose to an uncommon height, the ice got in motion, the velocity of which swept the deck to destruction, for in the morning not a vestige of her was to be seen, and with it I am miserably afraid went the above unfortunate officers and men; and if so, their loss will be a great one to the service, as in their different departments they were a great acquisition to it; the only hope I have is, that that Providence which has so bountifully assisted us in our recent dangers and difficulties, may be extended towards them, so as to preserve their lives, by means of the boats or otherwise; but I am sorry to say, that my hopes are not founded on the most distant degree of human probability. This melancholy accident happening so unexpectedly, added to my other misfortunes, has given so severe a shock to my health and spirits, as to prevent me hitherto undertaking

ing the journey to Cuxhaven, where the surviving ship's company now are. A.D. 1799

" I have the honour to be, &c. &c.

J. WALLIS."

Cuxhaven, Feb. 23, 1799.

" P. S. It is with great pleasure I inform you, that on my arrival at Cuxhaven with the remainder of my ship's company from Newark Island, I found that Mr. Anthony, the master, with the surgeon and boatswain, had arrived here the preceding night. The account Mr. Anthony gives, (the packet being in momentary expectation of sailing) will not afford me an opportunity of saying more, than that the ice which had adhered to the ship, and surrounded her in such a heavy body, after she had floated in the manner I have before described on the 11th instant, supported her without quitting her, it freezing very hard for some days, till at length the wreck was cast on shore on the island of Baltrum, from which providentially they all made their escape; and I shall beg leave to refer you to Lieutenant Wright, the bearer of this, who is very able to give you any further information, whom I shall follow to England as soon as I have made the necessary arrangements here, which I hope will be by next Thursday.

" J. WALLIS."

" *To Vice Admiral Dickson, &c.*"

On the 2d of February, the Nautilus sloop of war, Captain Henry Gunter, was lost off Sheeton Cliff, south side of Filey Bay; the crew saved.

On the 5th of February the snow Hope, Captain Anyon, of Liverpool, destined on a voyage from Riga to London, laden with hemp and iron, sailed from Hull, with the wind at N. W.; her crew consisting of master, mate, four seamen, and three boys. She proceeded southward till three o'clock the next morning, when the wind came on to blow a hard gale from S. E. which increased to such a degree, that they were obliged to lay to under a reefed foresail, the wind and sea raging with such violence, that notwithstanding every exertion, the ship was driven to the northward, labouring and straining very much. The gale continuing its force, with heavy snow and total darkness, they could not make the Humber, or perceive any object, until they were

A.D. 1799 were met by a brig cutter, whom Captain Anyon hailed, and requested the assistance of a pilot; no answer, however, attended the application, as the cutter soon after parted company, and the Hope still continued to drive to the northward at the mercy of the wind and waves. About midnight, on Friday the 1st of Feb. she unfortunately struck upon the ground, the sea running at the time so tremendously high, as to make an entire passage over her; at the same time the cabin boy was washed from the deck. The captain and crew finding every exertion in vain, were reluctantly obliged to abandon their quarters, and attend to the strong calls of self preservation; the captain at the same time declaring aloud, "that he would not quit the vessel while a chance of hope remained. The mate was of opinion that they were not far from land, and signified his intention to endeavour to make it, notwithstanding the snow was descending in clouds, and the darkness prevented him even from seeing the length of the ship. The captain, and Carl Ehric, a Prussian seaman, delivered their watches and money to the mate, who jumped into the boat which still remained upon deck; but a heavy sea at the moment breaking over her, swept away the boat, and he preserved himself by catching the main stay: the next tremendous wave, alas! proved too strong for resistance, and overwhelmed him never more to be seen. The rest of the crew now sought shelter in the rigging, one man in the fore top, and the rest in the main top.

"The Prussian before mentioned feeling pity for a boy by the name of Swaine, about twelve years of age, had taken him in his arms, and ascended the main-top, in defiance of the heavy sea which continued to break over them. The captain, in despair, also ascended the rigging, and placed himself upon the main yard, from whence he was heard to bemoan their sad fate, and the consequent distress of his wife and children. In this state they remained for a considerable time; but from the extreme severity of the night, and their benumbed and exposed situation, the captain was soon seen to drop down, supposed to be wholly or nearly dead from the cold; and two other men were also washed out of the main-top. The vessel had now driven nearer to the shore; and another heavy sea soon after breaking over her, carried away the main-mast, with the Prussian, another seaman, and Swaine, the boy, upon it. The Prussian again laid hold of
the

the boy, who earnestly exhorted him, by crying, "Oh, Charles, hold me fast!" But finding it indispensable, for ^{A.D.} 1799 his own preservation, was obliged to quit his hold, and the poor boy was drowned.

The main-mast being still entangled with the ropes of the foremast, the Prussian remained in his perilous situation for a considerable time, till the mast drifted nearer the foremast, and enabled him with difficulty to lay hold of the fore-top-sail-yard, from whence he got to the fore-top-mast head, where he found the man before-mentioned still alive. By this time the vessel was drifted close to Drinlington high land, on the Holderness coast, about eight miles to the north of Spurn Point. The Prussian perceiving the cliff, and supposing it attainable from the top-gallant-mast head, prepared to ascend it, and was solicited by a ship mate to lend him assistance, in order to ascend it also, but which he declared was not in his power, exhorting him to follow, being the only means left for preservation; to which, he replied, that being frozen stiff with cold, he was not able to stir a single joint. This poor fellow being never more seen, must have shared the fate of the rest of the crew. The Prussian, watching a favourable opportunity, dropped upon the side of the cliff, which, from being so hard frozen, was exceedingly slippery, and rendered it difficult to prevent himself from falling into the breakers. This, however, he was enabled at length happily to effect, and got safe to the top of the cliff at three o'clock in the morning, where he wandered about till break of day, the only survivor of the unfortunate crew. He reached Hull, where he related this melancholy account of the loss of the vessel.

On the 2d of February, Mr. Charles Sturt, member for Bridport, with great resolution, perseverance, and humanity, saved the crew of a vessel, which ran on shore near Poole in a heavy gale of wind, by going off in his boat at the risk of his own life. The Humane Society, as a reward for Mr. Sturt's intrepid conduct, presented him with a medal, on which is inscribed—*Carlo Sturt, Armigero, S. B. ob vitas ex fluctibus eraptas* 1799.

On the 11th of February the Weazle sloop of war, the Hon. Capt. H. Grey, was wrecked in Barnstaple Bay in a heavy gale of wind; the whole crew perished.

In February Captain Nicholas Tomlinson, late commander of the Suffisante sloop of war, was struck off the

A. D. 1799 list of captains, on a complaint made against him to the lords of the admiralty by Capt. P. Frazer, of *La Nymphe*, for having in his possession the private signals when on board the *Hawke* letter of marque, in chace of a Spanish vessel, and making himself known by them to *La Nymph*, when she joined in the chace. Captain Tomlinson cruized with great success when captain of *La Suffisante*, and was considered a very vigilant and active officer. Captain Tomlinson presented a memorial to his Majesty through the lords of the admiralty, praying to be reinstated in his rank, which was rejected. In April 1801, he served as a volunteer with Admiral Sir Hyde Parker at the attack of Copenhagen, where he so much distinguished himself, and was so highly spoken of by the admiral, that, on a second memorial being presented to the King, he was graciously pleased to restore him the rank of post captain from the 22d of September 1801.

On the 20th of February the *Cambrian* frigate, the Hon. Captain Legge, encountered a heavy gale of wind in the Channel, attended with thunder and lightning. A fire ball fell upon the forecastle, which killed two men, and wounded 17 others, two of whom were struck blind, and another raving mad.

On the 18th of March the *Telegraph* armed brig of 16 guns, commanded by Lieutenant J. A. Worth, being off the Isle of Bas, fell in with, and captured, after a smart action which continued three hours and a half, *L'Hirondelle* French brig corvette of 16 guns, and 89 men, five of whom were killed, and 14 wounded. The *Telegraph* had only five men wounded.

On the 26th of March Captain Wallis, his officers, and ship's company, were tried by a court-martial held on board his Majesty's ship *Ganges*, in Yarmouth Roads, for the loss of the *Proserpine*. The following extract from the public dispatch of the Right Hon. Mr. Grenville, to Lord Grenville, one of his Majesty's principal Secretaries of State, dated Berlin, February 19, 1799, was transmitted by the Lords Commissioners of the Admiralty to Vice Admiral Dickson at Yarmouth, with directions for its being read on Captain Wallis's court-martial.

“ The unfortunate loss of his Majesty's frigate the *Proserpine*, on board of which I embarked at Yarmouth, is a circumstance which I cannot mention without feeling how much

much it is due from me to the captain of that ship, to state the importunity with which, out of zeal for his Majesty's service, I pressed upon him to persevere in attempting a passage, which the severity of the season, and the danger of the navigation, without any buoys to trace it, would naturally have prevented him from risking so far, if I had not most earnestly solicited him, at all hazards, to pursue the voyage as long as it was possible that the ship could advance. When the frigate had unfortunately struck, that we were enabled to escape with our lives, we chiefly owe to the steadiness and activity of Captain Wallis; and to the uncommon degree of order and discipline which that officer had established in his ship's company, and maintained under much danger and little hope. By his assistance, I was enabled to save the greater part of my papers, and all the letters entrusted to me by their Majesties and the Royal Family."

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After this paper, (which reflected so much merit on Captain Wallis,) and the sentence were read, which set forth that the conduct of the captain, officers, and ship's company, was in every degree highly meritorious, and all honourably acquitted. The President made the following speech to the crew by order of the court.

"Seamen of the *Proserpine*! Your conduct has been such as to merit the thanks of this Court, with that of your country; and, I trust, that the example shewn by you of good order and obedience to command in times of difficulty and danger, will be held forth, as worthy of imitation to all the seamen of his Majesty's fleet."

Captain Wallis, his officers, and ship's company, as a sense of their gratitude for the kindness, humanity, and attention which they had received from M. Lorenti Wittké, (after they landed on the Island of Newark, at the time of their distress, after having been shipwrecked on the Scaron Land, at the mouth of the Elbe, and marched six miles over the ice in the most inclement weather, almost exhausted with hunger, cold, and fatigue) presented that gentleman with a piece of plate in the shape of a coffee urn, with the following inscription:

"This piece of plate is presented to Lorenti Wittké, of the Island of Newark, as a grateful testimony of his kindness and humanity towards the Right Hon. Mr. Grenville and suite, Captain Wallis, his officers, and ship's company, after their providential escape on shore from the wreck of

A. D. his Britannic Majesty's late ship *Proserpine*, over a field of
 1799 ice more than six miles distance, on the 1st of February,
 1799."

On the 9th of April the *St. Fiorenzo* of 40 guns, commanded by Sir Harry Burrard Neale; and the *Amelia* of the same force, commanded by the Hon. Capt. Herbert, being off Belleisle, saw some ships at anchor in the Great Road, which on their nearer approach were discovered to be three French frigates, and a large sailing gun vessel, with their top-sail yards ready hoisted to come out.* A heavy and sudden squall of wind unfortunately carried away the *Amelia's* main top-mast, and fore and mizen top-gallant masts. The enemy, encouraged by this accident, immediately got under weigh, and made sail towards the British frigates. Sir Harry Neale, with great firmness and resolution, notwithstanding the disaster which had befallen the *Amelia*, made the signal to prepare for battle, and manifested a readiness to meet the enemy; when he had run a little to leeward, he shortened sail, that the *Amelia*, whose crew had by this time with great exertions and activity cleared the wreck, might close and keep under command with her fore and mizen top-sails. The enemy soon closed with the British frigates, and a brisk action ensued. As the enemy kept edging down on the islands of Houat and Hedic, it obliged the British commanders to bear down three times to close with them, by which they became also exposed to the fire of the batteries on these islands. After engaging an hour and 55 minutes, the enemy's frigates wore and stood in towards the Loire, two of them in a shattered condition. The loss sustained on board the *St. Fiorenzo* was one seaman killed, and 18 wounded. The *Amelia*, Mr. Bayley, midshipman, and one seaman killed; 17 wounded.

On the 23d of April, the question was decided between the Captains Lumley and Sutton, which of them was entitled to the prize money made by his Majesty's ship *Isis*, during the arrest of Captain Sutton.

Mr. Hartley, on the part of Captain Lumley, entered

<i>Ships.</i>		<i>Guns.</i>		<i>Men.</i>
* <i>La Vengeance</i>	-	48	-	400
<i>La Corneille</i>	-	44	-	320
<i>La Semillante</i>	-	44	-	320
Cutter Gun Vessel	-	12		

very

very much at length into the circumstances of this case; he stated that Captain Sutton commanded the *Isis*, which ship formed part of the squadron which sailed in the year 1781, under the command of Commodore Johnstone. He then proceeded to detail the circumstances which took place in the action fought in Port Praya Bay, between the English and French squadrons. Immediately after that action, Commodore Johnstone put Captain Sutton under an arrest, and appointed Captain Lumley to the command of the *Isis* in his room. Captain Sutton, upon his return to England, brought an action for damages against Commodore Johnstone, and obtained a verdict for 5000*l*. A new trial was obtained by the Defendant, and upon that occasion the plaintiff obtained a verdict for 6000*l*. The question was then brought into the House of Lords by writ of error, and the whole proceedings were reversed. Mr. Hartley then argued with great ability that Captain Lumley was entitled to the prize money arising from the captures made by the *Isis* while he had the command of her, and while Captain Sutton was suspended.

Mr. Wood argued very ably on the other side.

Lord Kenyon said, that if the question in this case was, which of them came under the description of the act of parliament, modelled on the king's proclamation, as captain of the *Isis*, during the time that the captures were made by that ship of war? And upon that question his Lordship was clearly of opinion, that the preference was due to Captain Sutton, who was to all intents and purposes entitled to his pay, and all the emoluments that were incident to the station of a captain during the time of his arrest, and until he should be displaced either by the admiralty, or by sentence of a court-martial, he was as much entitled to all these advantages, notwithstanding this arrest, as if he had been confined to his cabin from a wound in battle. By the way, his Lordship observed, Captain Sutton, he was bound to say, had been harshly, severely, and very improperly arrested. He would not say any thing of the reversal of the verdict for 6000*l*. in Captain Sutton's favour: he dared to say, that what was determined by Lord Mansfield, and the Chief Justice of the Common Pleas, was according to the rules of law, but it certainly was a case of abundant hardship. With regard to Captain Lumley, he was most undoubtedly a meritorious officer, but he had not the same claim to be

A.D. 1799 considered captain of the ship, for he came on board by order of the Commodore, to have the pay of a captain, and victual in the ship. In short, while Captain Sutton was captain of the ship, as most assuredly he was, and must be, until displaced either by the Admiralty, or the sentence of a court-martial, nobody else could be captain of that ship. As well might it be said, that Lord Pigot was not governor of Madras, in consequence of the most shameful treatment he met with there, as to say that Captain Sutton was not captain of the Isis while he was thus under arrest. His Lordship expatiated considerably on this case, and concluded with saying, that he was most clearly of opinion that judgment ought to be given for Captain Sutton; to which the other Judges assented, and judgement was given accordingly.

On the 26th of April a French fleet of ships of war, consisting of twenty-five sail of the line, eight frigates, and two corvettes, commanded by Admiral Bruix, having on board a large body of troops, took the advantage of Lord Bridport having been forced off his station, to slip out of Brest under cover of a thick fog. On the day following the British admiral resumed his station with sixteen sail of the line, when to his great mortification, he perceived that the French fleet had escaped his vigilance.

The admiral judging that the enemy might have shaped his course for the coast of Ireland, instantly proceeded off Cape Clear; at the same time dispatched frigates in every direction in quest of him. The news of the Brest fleet being out reached Plymouth on the 30th. Not a moment was lost in making the greatest exertions to send reinforcements to Lord Bridport, and also to the squadrons on the coasts of Holland and Spain.*

In the course of a fortnight the British fleets in every quarter were sufficiently strengthened to resist that of the enemy, wherever they might chance to meet them.

In spite of all these precautions, the French admiral pushed for the Mediterranean, and succeeded in passing the Straits unmolested; but was disappointed in his hopes of being able to join the fleet of Spain either at Ferrol or Cadiz. From the first of these places six sail of Spanish ships of the line had sailed, having on board 3000 troops; but being

* Appendix, Chap. II. No. 376.

closely watched by the British cruizers, five were obliged to take shelter under the isle of Aix. The other returned to Ferrol. A. D. 1799

On the 11th of May Lieutenant Searle, in the Courier armed brig, fell in with off the Texel, a French brig privateer of 16 guns, which he engaged an hour and forty minutes, when the enemy availed himself of a thick fog to make sail, and escaped. The Courier was much crippled in her sails, rigging, &c. with five men wounded.

On the 14th of May a court-martial was held on board the Gladiator at Portsmouth, to try the Right Honourable Lord Augustus Fitzroy, Captain of his Majesty's ship the Sphynx, for disobedience of orders and misconduct, in not bringing home, under his convoy, the East-India-men and other trade belonging to the East-India Company lying at St. Helena. The court was composed of the following members, viz.

President,

Sir Roger Curtis, Bart. Vice Admiral of the White.

Captains,

Francis Pickmore,
Hon. A. K. Legge,
Thomas Larcom,
Thomas Western,
William Lukin,
Hon. Charles Paget.

Sir Thomas Williams, Knt.
Richard King,
Thomas Rogers,
Temple Hardy,
Robert Lawrie,

After having heard read Commodore Losack's orders, and a long correspondence between his Lordship, Governor Brooke, and the Captains of the several Indiamen, the Court, after a most animated defence from his Lordship, sat in deliberation three hours, and ordered that he should be dismissed from the command of his present ship.

On the 3d of June Captain Thomas Western, of his Majesty's ship Tamer, was presented by the representatives of the merchants of Barbadoes with a piece of plate valued at 150 guineas, in acknowledgement of his great activity and unremitted attention to the protection of the trade of the island when he was upon that station.

On the 11th of June, judgment was passed in the Admiralty-court, Doctors Commons, on the Swedish merchantmen taken some months since by Captain Lawford,

A.D. and carried into the Downs; that all the vessels with their
 1799 several cargoes should be condemned, (being laden with naval and military stores, bound to France); but that the private adventures of the masters should be restored. The prizes are calculated to be worth 600,000*l*. See Sir William Scott's judgment and opinion on this question, page 264.

On the 13th of June, Admiral Lord Bridport arrived from his cruise in quest of the French fleet; having detached Admiral Sir Alan Gardner, with 16 sail of the line, to reinforce the squadron off Cadiz, and in the Mediterranean under Earl St. Vincent. Rear Admiral George Berkeley was left to cruise off Brest with a squadron of observation.*

In the night of the 27th of June, the boats of the small squadron cruising under the orders of Captain Winthorp, in the *Circe*, off the coast of Holland, very gallantly cut out from the Wadde, twelve merchantmen, some with valuable cargoes, without a man being either killed or wounded; notwithstanding they were much annoyed by the fire from the enemy's batteries and gun-boats.† On the 10th of July, the boats of the same squadron, with equal resolution and bravery, cut out three more valuable vessels from the Wadde, and burnt another laden with ordnance stores.

On the 27th of June, Admiral Lord Bridport struck his flag, and Rear Admiral Pole hoisted his on board the *Royal George*; on the same afternoon he put to sea from Cawsand Bay, in company with the *Sulphur*, *Explosion*, and *Volcano* bombs. On the 1st of July, Admiral Pole joined Rear Admiral Berkeley off the Isle of Rhe;‡ and the next day proceeded to the attack of the five Spanish ships of the line, which had taken shelter under the protection of the batteries on the isle of Aix, and a floating mortar battery which was moored in the passage between a shoal and the isle of Oleron. The squadron having anchored at 11

* Appendix, Chap. II. No. 376.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>Circe</i> , - - -	28	Capt. R. Winthorp.
<i>Jalouse</i> - - -	14	— Temple.
<i>Pylades</i> , - - -	14	Mackenzie.
<i>L'Espiegle</i> - - -	14	Boorder.
<i>Tyfishone</i> - - -	14	
<i>Courier</i> }	cutters.	
<i>Nancy</i> }		

‡ Appendix, Chap. II. No. 377.

o'clock

o'clock in Basque Road; the bomb sketches took their A.D. stations under cover of the frigates, commanded by Captain 1799 Keats, and opened their fire upon the Spanish ships, which was continued with great briskness for three hours, but with no effect, the Spanish Squadron being at too great a distance. The batteries from the isle of Aix, during this time, kept up an incessant cannonade. The wind dying away, and the enemy having brought forward several gun-boats; the Admiral called off the ships engaged, got under weigh and stood to sea. Soon after Rear Admiral Berkeley returned to Plymouth with three sail of the line and bomb-ketches, whilst Admiral Pole remained off Rochfort to prevent the Spaniards escaping.

On the 3d of July, the night being extremely dark and foggy, about half past nine, the ship Benjamin and Elizabeth, one of the West-India fleet, being about 4 leagues from Dungeness, was hailed by a lugger, who running under her lee quarter, asked her if she wanted a pilot. On being answered No, a fellow on board the lugger, who spoke good English, desired them to back their main-top-sail and surrender, and at the same instant firing a volley of musquetry, boarded her on the quarter. The captain and mate of the Benjamin, and two English seamen (the rest of her crew amounting to eight, being foreigners) fired the only gun they had on that side into the lugger; but the Frenchmen had effected their boarding. Captain White, his mate, and two seamen, continued, however, with all the gallantry that characterises British sailors, to defend their vessel, and had actually beaten the Frenchmen from their deck, and the mate was bravely lashing the lugger's fore-mast to the Benjamin's quarter when they were boarded on the beam by a second lugger, the crew of which came on their backs, while they were yet engaged with the lugger on their quarter, and inhumanly, although they had possession of the ship, cut and shot all they met. The captain who was wounded severely, was by two of the villains, thrown from the ship over-board; but picked up by the lugger; the mate was cut with a sabre in several places, and a pistol put to his mouth (though unarmed) and fired off, the ball went through his tongue and lodged under his shoulder. One of the seamen had also a pistol put to his cheek and fired; the ball went through his mouth and was extracted from under his arm. Fortunately the Racoon
sloop

A.D. 1799 sloop of war stretching out from the land to protect the rear of the convoy, heard the firing, and got sight of the ship which she recaptured in about ten minutes after the luggers had hauled off. Shortly afterwards it clearing a little, Captain Lloyd got sight of the two luggers, one of which was within musket shot: The *Racoon* immediately opened her broadside upon her, and on the smoke's clearing away, not a vestige of the lugger appeared upon the water; consequently the vessel and her whole crew went to the bottom. The other lugger, though at a much greater distance, was still plainly to be seen; but the fog again coming on, the *Racoon* lost sight of her.

On the 10th of July, the ship *Planter*, of Liverpool, of 18 guns and 43 men, on her passage from America, after a very gallant action, which lasted two hours and a half, beat off a large French privateer, mounting 22 guns and full of men. The *Planter* had 4 killed and 8 wounded. The intrepid conduct of two ladies, Mrs. Macdowall and Miss Mary Harley, who were passengers on board this ship during the action, deserves the greatest praise. They were remarkable, not only for their solicitude and tenderness for the wounded, but also for their contempt of personal danger during the battle; serving the seamen with ammunition, and encouraging them by their presence to fight bravely.

July 13th, Vice Admiral Sir Alan Gardner arrived with part of the squadron and French prizes, from Lisbon.*

On the 15th of July, Captain Boorder of *L'Espiegle* sloop of war, sent the following letter to the Dutch captain at Delfzil, in consequence of his having detained some English boats.

*His Britannic Majesty's sloop L'Espiegle,
July 15, 1799, in the Western Emes.*

“ Sir,

In consequence of the two Dutch gun-boats breaking the neutrality of this river, on the 1st inst. in firing at three English boats, and detaining another with five men, which was sent as a flag of truce, and which by the laws of nations, ought instantly to have been returned; I thought proper to act in the manner we did on Friday last; and will

* Appendix, Chap. II. No. 378.

have you and all the world to know that English seamen are not to be trifled with. A. D. 1799

“ I remain, Sir,

“ Your humble servant,
JAMES BOORDER.”

“ *P. S.* I shall expect that the officer and four men be delivered up to Admiral Lord Viscount Duncan, now blockading the Texel.”

On the 22d of July, an experiment was made on board of his Majesty's ship *Vengeance*, at Portsmouth, to prove the utility of a machine invented by Mr. Peacock, for the purifying of water by filtration. The following certificate was granted by the captains ordered to attend the experiment.

“ We, the undersigned, do hereby certify, that in obedience to an order from Sir Peter Parker, Bt. Admiral of the White, commander in chief, &c. &c. That we have this day been on board his Majesty's ship *Vengeance*, and caused the necessary experiments to be made to ascertain the utility of a machine for purifying water by filtration.

“ And we give it as our mature opinion, that the machine for the filtration of water, fully and completely performs all that the maker promises in his descriptive pamphlet of it; and that in one instance we found its excellence to have exceeded his report; for we saw the filtration performed at the rate of a gallon in two minutes, or 720 gallons in 24 hours.

“ And we beg leave to recommend it as a most useful machine, and to express our wish for its common use in the navy, particularly in long voyages.

“ Given under our hands, on board the
“ *Vengeance*, Spithead, July 22, 1799.

“ T. M. Ruffel, Capt. of the *Vengeance*.

“ Edw. Bowater, Magnificent.

“ Tho. Larcom, Lancaster.

On the 11th of August, Captain Mackenzie, of the *Pylades*, and Captain Boorder, of the *Espiegle* sloop of war, with the *Courier* cutter, Lieutenant Searle, were ordered by Captain Sotheron of the *Latona* frigate, who commanded a small squadron on the coast of Holland, to attack some enemy's vessels which were between the island of Schiermonikoog and the main land of Holland; which service

A.D. service they performed with much skill and bravery; bringing off the *Crash* (formerly a gun-brig in his Majesty's service); the Dutch officer who commanded her, made a most gallant resistance; she mounted 12 carronades, 32 twenty-four and eighteen pounders, with 60 men. The *Pylades* had one man killed and two wounded. On the following day, Captain Mackenzie having manned the *Crash*, and appointed Lieutenant Slade of the *Latona* to command her, proceeded to the attack of the enemy's remaining force, which had taken shelter under the protection of a battery, and armed schooner, from under the guns of which he had previously cut out a large Schute; this vessel he named the *Undaunted*, fitted her with two twelve pound carronades, and gave the command of her to Lieutenant Humphries of the *Juno*. The depth of water not being sufficient for the sloops of war to get within shot of the enemy's battery and vessels; Captain Mackenzie directed the small craft, consisting of the *Crash*, *Undaunted*, the *Latona's* and *Pylades'* launches, each with a twelve pound carronade, together with the other boats of this little squadron, to proceed to the attack. The enemy at first kept up a brisk fire; but it was returned so warmly, and with such effect, that they soon abandoned the batteries, and the crew of the schooner got on shore, first setting her on fire. In the mean time Lieutenant Cowen of the *Pylades* landed, spiked the guns on the battery, and brought off two brass pieces. The schooner was destroyed, a row-boat and twelve Schutes taken. This service was performed without a man being either killed or wounded. It was supposed the loss of the enemy must have been considerable. Captain Mackenzie was advanced to the rank of post captain for his gallantry and able conduct.

On the 17th of August, Vice Admiral Lord Keith arrived in Torbay with the fleet from the Mediterranean.*

On the 18th, Admiral Earl St. Vincent, arrived at Spithead from the Mediterranean in the *Argo* frigate Captain Bowen. The Mayor and Corporation of Portsmouth waited on his lordship, and in an appropriate speech presented him with the freedom of the town.

On the 20th of August, the *Clyde* of 38 guns, Captain Charles Cunningham, being on a cruise in the bay, fell in with two French frigates, which when perceiving the

* Appendix, Chap. II. No. 385.

Clyde in chace, separated; Captain Cunningham pursued A. D. the largest, which he soon came up with, and brought to 1799 close action; it was maintained on both sides with much gallantry, until the enemy was wholly dismasted, and several dangerous shot between wind and water, she struck, and proved La Vestale, of 36 guns and 235 men, commanded by Mon. P. M. Gaspard. Her consort, the Sagesse of 30 guns, being at such a distance as to render pursuit ineffectual, and she escaped into the Garonne. The Vestale had 10 men killed, and 2 officers and 20 seamen wounded. The Clyde two men killed and three wounded.

On the 26th of August, a court-martial was held on board his Majesty's ship *Gladiator*, in Portsmouth harbour, for the trial of Captain Henry Jenkins, late of his Majesty's ship *Ambuscade*, his officers and ship's company, for the loss and capture of the said ship in December last.

The court was composed of the following members, viz.

President,

Sir Roger Curtis, Bart. Vice Admiral.

Captains.

M. Russell,	John Knight,
Jon. Faulkner,	Hon Rob. Stopford,
Fra. Pickmore,	Will. Mitchell,
John Elphinstone,	Alex. Fraser,
J. N. Morris,	Tho. Graves, (2)
Tho. Larcom,	George Burlton.

On the 29th, after the most minute examination and enquiry, wherein it appeared, that the mizen-mast of the *Ambuscade* was carried away, the wheel shot to pieces, and rendered useless; by the explosion of a great quantity of powder, the stern of the ship was blown out; the bursting of a gun by which 11 men were wounded; the first lieutenant, master, and 11 men killed; Captain Jenkins, the lieutenant of marines, and 39 men wounded, the ship on fire; besides being short of complement, the 2d lieutenant and several men who were absent in a prize; together with other circumstances favourable to Captain Jenkins, the court pronounced sentence of acquittal on him; and after paying a just tribute to part of the ship's company, for their heroic exertions, particularly Mr. Penny, a midshipman,

A.D. midshipman, about 15 years old; the court passed some
 1799 censure on the other part of the crew, for not having shewn that intrepidity, so deservedly the characteristic of British seamen, and so conspicuously shewn by some of their own men, Mahony, Hodges, and a few others. But as the evidences could not establish those who did not behave well, and the court fearful to involve the innocent with the guilty, acquitted the whole ship's company.

On the 28th of August was decided, an extraordinary case of a re-capture, made by one English sailor and a boy, who retook the snow Liberty, from a prize-master and nine Frenchmen.

The facts proved upon oath were the following.—

The vessel was freighted at the West Indies for London, with a cargo of cotton, rum, &c. 6000l. value. In the month of January, 1797, she was captured in the bay of Biscay, by a French privateer. A prize-master and nine French seamen, were put on board: the only Englishmen left, were Robert Cloyston, the mate; and Oliver, a grown-up boy. The second day, the mate observed that the French crew got intoxicated, and that they quarrelled among themselves, and cordially hated the prize-master. The mate consulted his boy how they should retake the ship; the latter could speak French tolerably well. Accordingly the next morning, Oliver spoke to four of the Frenchmen that were the most refractory, and told them, if they would assist to retake the ship, they should be well rewarded. The Frenchmen agreed to the scheme; and the next morning the prize-master was knocked down, and cut with an axe; the helm was taken possession of, the ship recaptured, and the other French sailors secured. When this was effected, the boy Oliver told them, if they made for a port in France, they would all be put to death; and therefore (being off Scilly) they had better steer for Cork, where they would be safe. The ship was accordingly carried into Cork, and Mr. Cloyston acted as master; from thence she arrived safe in the port of London.

Sir William Scott, the judge, reviewed the whole case, and was clearly of opinion, that the applicants deserved the highest reward which the law would allow; he therefore adjudged the re-captors one sixth of the ship and cargo, together with reasonable costs.

On the 6th of September, an ordnance transport, laden with

with stores, and of considerable value, was taken in the Channel off Folkestone, by a French privateer; which put on board seven Frenchmen, and took out the captain and crew, excepting two seamen, who in the night rose upon the Frenchmen, threw two over-board who made resistance; and having secured the other five, brought the ship into Dover harbour.

On the 26th, Vice Admiral Sir Roger Curtis, sailed in the Lancaster of 64 guns, for the Cape of Good Hope, taking under his convoy several East-India, and store ships.

On the 16th of October, Captain James Young, in the Ethalion, being on a cruise in the bay, discovered at three o'clock in the afternoon three large sail; to which he gave chase, continuing to keep sight of them all night. At day-light he plainly perceived that the ships were the Naiad and Alcmena, in chase of two Spanish frigates, and the Triton at some distance a-stern also in chase; at nine, being within random shot of the sternmost, Captain Young fired a few guns in passing, which made her alter her course, still standing on, as by signal directed from Captain Pierrepont of the Naiad to the headmost; which, at half past eleven, finding the Ethalion coming fast up with her, suddenly bore up a-thwart her, at the distance of not more than half musquet shot, in hopes by this manœuvre to throw the Ethalion into confusion; Captain Young was, however, so well prepared, that he counteracted the intention of the Spaniard, and by two well directed broadsides, and a running fight of an hour, he struck, and proved to be the Thetis, of 36 guns and 250 men, commanded by Don Juan de Mendoza, from Vera Cruz, bound to any port in Spain she could fetch, with 1,411,256 dollars, and a quantity of cocoa on board. The Thetis had one man killed and nine wounded. The Ethalion none.

Captain Pierrepont with the other frigates, still continued to pursue the other Spaniard, which from the circumstance of having steered in different courses was soon out of sight of the Ethalion and her prize. On the morning of the 18th, the enemy, by her fast sailing, having rounded Cape Finisterre, her commander stood so very close to the rocks of Monte Lora, that the Triton, which was the leading ship in the chase, struck upon the said rocks, going at the rate of seven knots. By the exertions of Captain Gore, she was, however,

A. D. however, soon got off, and commenced an animated fire on
 1799 the enemy, in which he was ably supported by Captain Digby, who with great judgment placed his ship in that direction, as to cut off her entrance to Port de Vidre. At eight A. M. the three frigates had closed with the enemy amidst the rocks of Commafurto, at the entrance of Muros, when she struck, and proved to be the Santa Brigida of 36 guns and 300 men, commanded by Don Antonio Pilon, sailed from Vera Cruz, in company with the Thetis on the 21st of August. She was of immense value, having on board 1,400,000 dollars, besides other articles of merchandize of equal estimation. The ships had got into shoal water and foul ground; but a fortunate breeze off the land enabled them to put the ships heads to sea; and they began to shift the prisoners; when a Spanish Squadron, consisting of four large ships, one with a broad pendant, came out of Vigo; as if with an intention to rescue the prizes. Captain Pierrepont used every exertion to get the prisoners secured; and the ships in readiness to receive them; but the Spaniards perceiving his determination, bore up and ran into Vigo.

The Triton had one man wounded; but the ship was considerably damaged, and made much water in consequence of the blow she received on the rocks.

The Alcmena, one killed and nine wounded.

The Santa Brigida, two killed and eight wounded.

The Thetis being a new frigate, was added to the navy.

On the 21st, the Ethalion arrived with her prize at Plymouth, as did the next day Captain Pierpoint, with his fortunate companions.

On the 28th and 29th, the treasure taken in the Thetis and Santa Brigida, was conveyed in sixty-three artillery waggons to the dungeons of the citadel at Plymouth, and there deposited.

The procession took place from the dock-yard gate at ten A. M. in the following order:

Armed seamen,	{	A trumpeter of the Surrey dragoons, sounding a charge.	} Marines, &c.
		Two artillery conductors.	
		An officer of the Surrey dragoons.	
		An officer of Artillery.	
		Surrey dragoons, two and two, with drawn sabres.	
			Musick,

A.D.
1799

Armed seamen, marines, and midshipmen.

Armed seamen, marines, and midshipmen.

Music, drums, and fifes,
 Playing *Rule Britannia* and *God save the King*;
 Sixty-three waggons with dollars, in nine
 divisions of seven waggons.
 On the first waggon, a seaman
 Carrying the British over the Spanish Jack;
 Two officers of marines, armed.
 On the center waggon,
 A seaman carrying the British Ensign over the
 Spanish Pendant;
 Midshipmen armed with cutlasses.
 On the last waggon,
 A Seaman with a British Pendant over a Spanish
 Ensign;
 Armed marines and seamen two and two;
 Music, drums, and fifes, playing
Britons Strike Home;
 Armed seamen with cutlasses;
 An artillery officer;
 Two officers of marines armed;
 Surrey Dragoons, two and two, with drawn sabres;
 Two Trumpeters of Surrey Dragoons, sounding
 a charge, closed the procession,

As the procession was passing through the market-place, Plymouth, some interruption occasioned a stoppage of the headmost waggon of the second division, it naturally drew a croud about the waggon; a gentleman pushed forward to see how the dollars were packed, when the honest tar who carried the British ensign over the Spanish, asked him in a good natured way, "if his honour wished to smell at the treasure;" the gentleman said, laughingly, "he would much rather taste it:" the sailor immediately putting his unemployed fingers into his mouth, pulled out a small Spanish gold coin, and a quid, and putting both into the gentleman's hand, emphatically said, "By Jafus, in my country we find tasting better than smelling, and feeling is the naked truth; so your honour's welcome." The gentleman offered him more than the real value; but honest Patrick refused, and said, "he had enough, and to spare." The waggon then driving on, prevented any other application on the subject.

A.D. 1799 The treasure was removed from Plymouth towards the latter end of November, and conveyed to London in waggons, attended by a party of seamen and dragoons. On the 4th of December six of the waggons reached Kensington, where they were met by a captain's guard of the grenadier battalion of the guards, and the procession moved along Piccadilly, St. James's-street, Pall-mall, Strand, Fleet-street, and Cheap-side, to the Bank, in the following order:

Military band of music;

A detachment of the Guards;

A Commissioner of the Customs, and a Lieutenant of the Navy on horseback;

Six Waggons with the Treasure, each drawn by eight horses, decorated with ribbons;

The waggon decorated, with the English colours over those of Spain;

Sailors rode on the outside of the waggons;

A detachment of the 16th Light Dragoons closed the procession.

When the cavalcade reached the Mansion-house, the Lord Mayor, the Lady Mayoress, and several gentlemen came out in front of the house, and drank from out of a gold cup, "*Success to the British Navy*," the band playing "*Rule Britannia*;" while the honest tars, who were regaled at the same time, gave his Lordship three cheers.

An account of the Share of Prize Money each Class received for the Spanish Frigates, exclusive of the Hull, Stores, Masts, Rigging, &c.

			<i>l.</i>	<i>s.</i>	<i>d.</i>
Captains	-	each	40,730	18	0
Lieutenants	-	ditto	5,091	7	3
Warrant officers	-	ditto	2,468	10	9½
Midshipmen, &c.	-	ditto	791	17	0¼
Seamen and marines	-	ditto	182	4	9¾

On the 19th of October, the Impregnable of 98 guns, commanded by Captain Jonathan Faulkner, in coming up to Spithead, got on shore on the Poles near Chichester harbour; she struck with such force, as soon to have seven feet water in the hold. Notwithstanding her masts were instantly

instantly cut away, the ship lightened, and every possible assistance given, she was lost. A.D. 1799

On the 25th a court-martial was held on board the *Gladiator* in Portsmouth harbour, on Captain Faulkner, his officers, and ships' company, for the loss of the *Impregnable*. The following were the members who composed the court.

President,

Rear Admiral Sir Richard Bickerton, Bart.

Captains,

Robert M'Douall,

J. C. Purvis,

Francis Pickmore,

Sir H. B. Neale,

John Elphinstone,

Thomas Wolley.

Thomas Wells,

James Alms,

Charles Boyles,

John Whitby,

P. C. Durham,

Robert Barton.

Mr. Greetham, Judge Advocate.

The officers, and many of the seamen having been strictly examined, and the circumstances attending the loss of the ship fully investigated; the Court agreed, that the loss of his Majesty's ship *Impregnable*, was caused by her running upon Chichester shoals, whilst in charge of Michael Jenkin, the master of her, and afterwards beating a considerable way on the flats; and it being impossible to get her again off, and that there appeared therein to have been negligence in the conduct of the master, by his having run beyond the proper distance before he hauled in for St. Helens, and not having anchored the ship at the time there appeared to be a material difference in the men at the leads; but that no blame was imputable to Captain Faulkner, his officers, and ship's company, for their conduct upon that occasion; but that the conduct of the ship's company, after she ran ashore, was highly praise worthy, creditable to themselves, and to the discipline of the ship in which they served; and the Court did adjudge the said Michael Jenkin, in consideration of his having been deceived in the sounding, and other circumstances, only to be dismissed from his Majesty's service, and the said captain and ship's company to be acquitted.

On the 20th of October, Captain Macnamara, in the *Cerberus* frigate of 32 guns, being on a cruize about eight or nine leagues to the N. E. of Cape Ortegal, discovered at

A.D. 1799 five o'clock in the evening a fleet standing to the N. E. to which he gave chase: at eight o'clock in the evening Captain Macnamara got close alongside of the leading frigate, hailed, and brought her to action; but as the enemy's great object appeared to be to join his convoy to leeward, he was busily employed in making sail for this purpose, and returned but a feeble fire. To obviate his intentions, the Cerberus was wore, and engaged him under his lee; at half past eight the enemy's fire was completely silenced; every effort of Captain Macnamara's to take possession of him was rendered fruitless, by the rest of the squadron coming up to support him, which he now plainly perceived to consist of five frigates and two brigs.* On hauling up to prevent being raked, the Cerberus fell on board one of the frigates, and carried away her main-top sail yard. Captain Macnamara continued to engage the enemy, notwithstanding their great superiority, till half past nine, most of the time firing from both sides; when he was under the mortifying necessity to haul off. Soon after he took one of their convoy: but the enemy, who was not more than a mile distant, coming down to support each other, obliged him to withdraw his people, and take out the prisoners, after which he ordered her to be set on fire.

The Cerberus, in this unequal conflict, had only four men wounded; and it appeared evident, that from the confusion and disorder into which the enemy were thrown by the well directed and steady fire from the Cerberus, that towards the latter part of the action some of their frigates fired whole broadsides without shot. Unfortunately, the Arethusa had parted company from Captain Macnamara only the day before, otherwise there could remain no doubt but that some of the frigates, and part, if not the whole of their convoy would have been taken or destroyed.

On the 30th of October, the Beaufoy navy victualler, Atkins master, on her passage to Plymouth with wine for the fleet, was captured by a French privateer, which put on board seven Frenchmen, and put Atkins and his mate

* SPANISH SQUADRON.

<i>Ships.</i>		<i>Guns.</i>	<i>Ships.</i>		<i>Guns.</i>
La Ceres	-	44	La Marcedes,	-	40
La Nymph	-	40	La Bologna brig	-	22
La Diana	-	40	L'Antioche gun brig,	18	
L'Emeralda	-	36			

into

into the hold. Soon after they perceived through the gratings, that five of the Frenchmen had got into the boat alongside, upon which they cut the lashings, jumped upon deck, seized from the binnacle a pistol each, drove the two Frenchmen overboard, and cut the boat adrift with the other five. They then steered for Plymouth, where they arrived safe. A. D.
1799

On the 1st of November, a court-martial was held on board of his Majesty's ship Expedition, in Sheerness harbour, to try Captain Ayscough, his officers, and ship's company, for the loss of his Majesty's ship Blanche. The court was composed of the following members:

President,
Captain George Lumisdaine.

Captains,	
Edward James Foote,	John Cooke,
Stephen George Church,	William Parker,
James Bowen,	William Lake,
George Eyre,	J. Bradby,
William Ogilvie,	J. K. Shephard.
John Bakie, Judge Advocate.	

The Court having enquired into the cause and circumstances of the loss of the Blanche; and having heard read Captain Ayscough's narrative of the same, as set forth to Captain Lawford, of his Majesty's ship Romney; as also what he had further to state, and examined the evidence in support of the same. The Court was of opinion the ship was run on shore through the entire fault of the pilot; that every exertion necessary was made, and professional skill shewn, by the captain, officers, and company of the Blanche to get her off, and afterwards to save the lives of the people and the stores, greatly to their credit. The Court, therefore, most honourably acquit Captain Ayscough, the officers and crew of the late Blanche.

On the 6th of November the merchants of London addressed the following letter to Earl St. Vincent on the re-establishment of his health.

“ MY LORD,

“ I have the honour, by desire, and in the name of the merchants of London, and the merchants and manufacturers of Leeds, Halifax, Exeter, Birmingham, and Norwich, trading to the southern parts of Europe, (unanimously determined

A. D. 1799 terminated and directed, by their respective committees,) to express the warm interest they take, in the speedy and perfect re-establishment of your Lordship's health, and their earnest wish and prayer for the long preservation of a life of such importance to the British empire.

" In common with their fellow subjects, they have felt the advantage which this country has derived from the gallantry displayed by your Lordship on various occasions; and as merchants an additional degree of obligation, for the zealous attention which your Lordship has shewn, on every occasion, to the support and protection of its trade and commerce, and for which they request your Lordship to accept their grateful thanks.

" It affords me, my Lord, the most heartfelt satisfaction to be charged with communicating to your Lordship, sentiments replete with veneration, applause and gratitude; sentiments so justly merited by your Lordship, and so cordially felt by the highly respectable body of the merchants and manufacturers, whom, in their mercantile professions, I have had the honour for several years past to represent.

" Permit me also to avail myself of this opportunity of acknowledging the obligations, for which I am personally indebted to your Lordship, and to subscribe myself with esteem and respect,

" My Lord,

" Your Lordship's most obedient

" and most humble servant,

" (Signed) JOHN TURNBULL.

" *London, Nov. 6, 1799.*

" Admiral the Earl St. Vincent.

To which his Lordship made the following Reply:

" SIR,

" I am highly honoured and gratified, by the approbation of the merchants of London, and the merchants and manufacturers of Leeds, Halifax, Exeter, Birmingham, and Norwich, trading to the southern parts of Europe; and by the warm interest they take in the recovery of my health, conveyed in your obliging letter of yesterday.

" The protection of the trade and commerce of the country, I have ever considered a principal object of my public duty, and felt fully recompensed when any efforts in
the

the discharge of it were attended with success; for on the A.D.
prosperity of our commercial navigation, the summit which 1799
Great Britain has reached can only be maintained.

" I avail myself of this occasion to acknowledge the advantage I have derived from your instructive correspondence; and I have the honour to be, with great regard and esteem,

" Sir, your most obedient humble servant,
Rochetts, Nov. 7, 1799. " (Signed) ST. VINCENT."

" To JOHN TURNBULL, Esq.
Chairman of the Merchants
trading to the southern parts
of Europe."

On the 16th of November, L'Espion frigate *armée en flute*, having on board a detachment of Russian troops on her return from the Helder, struck on the Goodwin Sands, and was lost. The troops and crew were saved by the Deal and Ramsgate boats.

On the 20th of November Vice Admiral Lord Keith sailed in the Queen Charlotte from Plymouth, to take command of the fleet in the Mediterranean.

On the morning of the 23d the Marquis of Granby, of Sunderland, S. Urwin, master, was captured in crossing the Kentish Knock, by a French lugger privateer. The master and two men were put into the Frenchman's boat, in order to be conveyed on board the privateer which was giving chase to another vessel, and by carrying a press of sail, in a short time left the boat nearly five miles a-stern: this circumstance induced Mr. Urwin to conceive it practicable to retake his own vessel, and wresting a sword out of the hands of the officer in the boat, he compelled the French sailors to row him back to the Marquis of Granby. He gallantly boarded her sword in hand, and soon cleared the deck of the Frenchmen, who precipitately plunged into the sea, and were picked up by their countrymen in the boat. Mr. Urwin proceeded on his voyage; but what became of the French sailors and the boat was not known. The Committee of the Navigation Policy Company, in which the vessel was insured, as a reward for Mr. Urwin's bravery and merit, presented him with a piece of plate with a suitable inscription.

On the 21st of November, Lieutenant T. Searle, in the Courier cutter, being on a cruize off Lowestoffe, fell in
P 4 with

A.D. 1799 with, and after a smart action of fifty minutes, captured *Le Guerrier* French cutter privateer of 14 guns, and 44 men, four of whom were killed, and six wounded. The *Courier* had her master killed, and two men wounded.

On the 25th Captain Rose, late of *L'Espion*, was tried by a court-martial on board the *Overyffel* in the Downs, for the loss of the above ship on the Goodwin Sands. The pilot was sentenced to be imprisoned for six months and a day, and rendered incapable of taking charge of any of his Majesty's ships for the time to come, and the master suspended. Captain Rose, his officers and crew, were honourably acquitted.

The commissioners of the navy ordered thirty-three of the most deserving of the shipwrights, which should be recommended to the board from the dock-yards, to be rewarded with the privilege of a servant each.

On the 3d of December the *Racoon* sloop of war, Captain R. Lloyd, captured, after a running fight, *L'Intrepide* French lugger privateer of 16 guns and 60 men, 13 of whom were killed and wounded. The *Racoon* was much shattered in her sails and rigging; Captain Lloyd and one man slightly wounded.

On the 4th of December the *Revenge* privateer schooner, commanded by Mr. Robert Hosier, was attacked in Vigo Bay by four Spanish privateers, two schooners, a brig, and a lugger, mounting from four to fourteen guns. The wind being southerly, the *Revenge* kept up a running fight till she got clear of the islands to the northward, which lasted about fifteen minutes; when one of the schooners having lost her main-mast, gave up the chase, and the other three immediately hauled their wind. The *Revenge* having suffered much in her rigging and sails, it was not in Mr. Hosier's power to chase to windward; he therefore made sail to the N. W. At two P. M. a schooner was seen to the westward, to which he gave chase; at three he got alongside of her, and observing she had Spanish colours hoisted, Mr. Hosier desired her to strike, which was answered by a broadside; a brisk action ensued, and continued about an hour, when the enemy blew up. The crippled state of the *Revenge* made it some time before a boat could be got out, when they picked up eight of the crew, who informed Mr. Hosier, that she was the *Brilliant*, of
eight

eight guns and 63 men, sailed that morning from Pontevedra on a cruize off Oporto. A. D. 1799

On the 4th of December a court-martial assembled on board his Majesty's ship *Gladiator*, in Portsmouth harbour, to try Lieutenants John M'Kenzie, of the *Prothée*, and John Lowe, of the *San Damafo* prison ships, in consequence of a representation made by Mr. Daniel Ross, late master of the *Portland* prison ship, in a letter dated the 3d instant, of certain irregularities on board the prison ships in *Porchester Lake*, which were examined into by Captains John Child Purvis, Francis Pickmore, and J. Mullock, who reported, that they had made particular enquiry into the circumstances set forth in Mr. Ross's said letter, and were informed, that with respect to spirits and other articles sold in the *Prothée*, small quantities of the former had, at times, been brought for the French officers; that strong beer was brought on board in casks, four and six at a time, of eighteen gallons, and permitted to be sold by Frenchmen, and people of the ship, to the prisoners; that they had in general paid Lieutenant M'Kenzie for the said beer at one shilling per gallon, he paying the brewers for the whole; and the persons who sold it to the prisoners in the *Prothée* charging four-pence per quart; but that they were not able to find out whether Lieutenant M'Kenzie had any benefit arising therefrom.

That, in their enquiry on board the *San Damafo*, they were informed that beer had been brought on board that ship in eighteen gallon casks, three or four at a time, and had been sold to the prisoners by Serjeant Burke's wife, of the marines, and by Lieutenant Lowe's direction, at five-pence per quart; that the prisoners complained of paying too much for it, and the lieutenant directed it to be sold at four-pence per quart; that there was on board a shop for selling vegetables, &c. to the prisoners; and that Lieutenant Lowe had prevented a competition, because it would spoil the profit of it; and that several of the persons examined were of opinion that the Lieutenant received benefit from the sale of the articles above-mentioned.

The Court was composed of the following members:

President,

Rear Admiral Sir Charles Cotton, Bart.

Rear Ad. Sir R. Bickerton, Bt. Captain T. Totty,

Captain

A.D.	Captain T. Wells,	Captain J. C. Purvis,
1799	—— J. Sutton,	—— C. Stirling,
	—— D. Fancourt,	—— F. Pickmore,
	—— T. Foley,	—— R. C. Reynolds.
	—— C. Boyles,	—— Edward Riou.

M. Greetham, Esq. Judge Advocate.

Having examined the evidence on the part of the prosecution, as well as in defence of Lieutenant M'Kenzie and Lowe;

The Court was of opinion, that the charge had not been proved against Lieutenant M'Kenzie, but appeared to be malicious and ill-founded, and did adjudge him to be acquitted.

That the charge had been in part proved against Lieutenant Lowe, and adjudged him only to be severely reprimanded, and admonished not to suffer beer or other articles to be sold on board, by, or for the benefit of any of the officers.

On the 6th Lieutenant John Horroden, of his Majesty's ship Amazon, was tried by a court-martial for drunkenness; the charge being in part proved, he was adjudged to be dismissed from his ship, and to be deprived ten years of his rank as a lieutenant.

The Consular Government in France having refused to provide any longer provisions for their prisoners in England, the following is an exact report of the number delivered by the French Commissary to the Transport Board, on the 21st of December.

Plymouth	-	7,477
Portsmouth	-	10,128
Liverpool	-	2,298
Stapleton	-	693
Chatham	-	1,754
Yarmouth	-	50
Edinburgh	-	208
Norman Cross	-	3,038
Total		25,646

The

The number of British prisoners at this time in France	A.D.
amounted to about	1799
Russians taken in Holland victualled at	1470
the expence of Great Britain,	890
Total	2,360

The French government having also refused to clothe their prisoners in this country, conformable to the general usage in such cases, a long correspondence was entered into between the two nations on the subject, pending of which several of these poor wretches suffered extreme distress, and indeed many fell victims to the unfeeling and inhumane treatment of their own government, whose battles they had fought, and in the protection of which they were thrown into their present miserable situation.

Finding at length that the frequent communications made by his Majesty's commands to the French government had no effect; and considering them no longer simply as French prisoners, with a reference to the usages of war between civilized nations, but as destitute fellow creatures abandoned by that government, and as such had no hope left but from the compassion of this country, his Majesty was therefore, out of his great goodness, graciously pleased to direct that warm clothing proper for the season should be provided for all the French prisoners detained in Great Britain, as the only means of alleviating their distress, and putting a stop to the sickness and mortality which was too prevalent among them. This order was dated the 1st of January, 1801.

On the night of the 24th of December his Majesty's frigate the *Ethalion*, of 38 guns, was wrecked on the coast of France; Captain John Clarke Searle, her commander, gave the following narrative of her loss:

"At four P. M. Point Le Cleure bore S. E. by E. three or four leagues; standing off and on, off St. Matthews, with an intention of beating to windward in the morning, to reconnoitre the position of the enemy's fleet, a service I was particularly anxious to perform, as I knew no opportunity had occurred for that purpose since the 18th of December, when the *Fishguard*, *Ethalion*, and *Sylph*, were all driven off the coast by a hard gale of wind, and I knew the *Fishguard* could not have regained her station at that time. At
eight

A.D. 1799 eight o'clock I gave the usual necessary directions and precautions to the officer of the watch, and to the pilot, for keeping the ship in a proper situation during the night; and to inform me if any change of wind or weather took place; and whenever the pilot wished the ship to be put on the opposite tack; and at the end of each watch to acquaint me (as was the custom every night,) with the situation of the ship with respect to the distance from the land, St. Matthew's light then (at eight P.M.) bore E. by N. about three leagues; the ship then standing to the southward, under her trebled reefed top sails, fore-top mast stay sail, and mizen stay sail, with the wind S. E. and lying up S. S. W. going a knot and a half. At half past ten she was, by desire of the pilot, again wore. At twelve the light bore N. E. by E. three or four leagues; at which time Lieutenant Jauncey told me there was not much wind, and I directed a reef to be let out of the top sails, and the jibb to be loosed, to be in readiness to make sail at a moment's warning, which order was complied with. At half past one A.M. the light bearing E. N. E. between five and seven miles, Lieutenant Quillim, the officer of the watch, acquainted me it was the desire of the pilot to wear again, and stand to the southward till four o'clock, as there was but little wind; but at ten minutes past three, although the ship had not gone more than two miles from the time of her being wore, and the light was then in sight, and bearing N. E. by E. (the night very dark) the rocks were discovered close a-head; and in attempting to wear clear of them, the ship struck, when I ordered the hands to be turned up, and got the pumps to work, and the boats out: sent the master to sound; started the water, threw the guns overboard, and used every exertion possible to get the ship off. At four she struck very hard, and knocked away the stern-post; made signals of distress to the Sylph. At six she fell over on the starboard side, and bulged. At day-light saw the Danae, Sylph, and Nimrod cutter; made the signal for boats to assist: finding she had bulged in several places, and parted on the starboard side amidships, and seeing the impossibility of saving any of the stores, sent away the idlers, and first division of seamen in our own boats to the Danae, Sylph, and Nimrod. At nine Lord Proby came alongside, and also another boat from the Danae, followed by one from the Sylph. The water was
now

now over the lee gun-wale, and the greater part of the stern A. D.
totally under water; and it was at this time difficult and 1799
dangerous for boats to approach the ship, owing to the very
great surf amongst the rocks. At eleven o'clock, having
got all the people out of the ship, the first lieutenant, by
my directions, set fire to her remains; and Mr. Balling-
hall, the master's mate, cut away her lower masts; which
being done, and after I had seen all the commissioned offi-
cers and master into the remaining boat, I was then under
the painful necessity of abandoning her. The anguish of
my feelings during the whole of this unfortunate affair, but
particularly at the moment when I was obliged to abandon
the ship, those who have experienced a similar misfortune
will readily judge of. I wish it was in my power on any
other occasion to describe the very great merit of all the offi-
cers and ship's company; sure I am, their exertions, their
promptness in executing my orders, and the steady perse-
verance they shewed, was never on any other occasion ex-
ceeded: for in no similar instance was there ever less confu-
sion. I now think it necessary to observe, that the short-
ness of the days at this season of the year makes it utterly
impossible for any ship to reconnoitre the enemy's fleet in
Brest, unless she keeps off St. Matthew's during the night:
and I need not observe how difficult it is to ascertain the
precise distance of a light, and the uncertainty of keeping a
ship in a safe position, without the assistance of some head-
land, or mark for a cross bearing; which in this instance
was prevented, from the extreme darkness of the night;
for although the bearing of the light is always a sufficient
guide with respect to the Parquet and Black Rocks; yet it
is of no use to avoid the dangers of the Saintes when crui-
zing within them; and neither myself, the master, or
pilot, thought it possible that the light could be seen at all
at the distance of eighteen miles, which the ship was from
it when she struck, although it was then so distinct that we
did not believe it could have been more than ten or eleven
miles distant, and this opinion will be corroborated by the
testimony of all the officers. It is also material to observe,
that the master of the Nimrod, who has been some time
employed in the same service off Brest, was likewise on that
night so deceived by the appearance of the light, that he
drove amongst the rocks at a little distance from us, but got
of without receiving any material damage. I flatter myself
the

A. D. the above statement will receive the testimony and concurrence of those officers who have been employed off Brest ;
 1799 and that it will afford the most satisfactory proof, that my wish to keep off St. Matthews proceeded from a zealous desire to fulfil the purport of my orders."

On the 26th Lieutenant Pengelly, in the Viper cutter of 14 guns, and 48 men, being on a cruize in the Channel, after a running fight of two hours, and close action of three quarters of an hour, captured Le Furet French privateer of 14 guns, and 64 men, four of whom were killed ; the first and second captains, with six men wounded. The Viper had only one man wounded.

The Trinity House at Newcastle has ordered two leading beacons to be erected on the south side of the harbour.

A longitudinal instrument has been invented by Mr. Edward Hewling, a farmer in Gloucestershire ; it is an improvement on Hadley's, or any other quadrant, sextant, or compass, being adapted to any ; it is simple and easy to be understood. It gives the number of degrees and minutes to any hours and minutes of time required upon every latitude from any meridian, by inspection ; saving the trouble of calculation by logarithms, sines, and tangents, reckoning sixty geographical miles to a degree ; and the miles and hundredth parts of miles set off at the extent of the instrument, proving at the same time whether the day's work by log is accurate. This gentleman has also invented some other useful instruments.

EXPEDITION TO HOLLAND.

Early in the summer, an expedition was planned by government ; the object of which remained for some time a profound secret. Large bodies of troops were collected, and ordered to rendezvous at Southampton, under the command of General Sir Ralph Abercrombie ; this army was afterwards considerably augmented, and ordered to assemble at Yarmouth, Ramsgate, and Margate, the whole amounting to about 27,000 men, was commanded by his Royal Highness the Duke of York. A large fleet of ships of war of every description, under the command of Admiral Lord Duncan, with a numerous fleet of transports, were assembled at those ports for the purpose of embarking the troops. An embargo was also laid on all shipping throughout the kingdom.

Such

Such formidable preparations made in this quarter, soon A.D. discovered that Holland was the place of destination of this 1799 powerful armament.

A treaty was entered into between Great Britain and Russia, wherein it was stipulated, that the Emperor of Russia was to furnish 17,593 men for the expedition to Holland; and in order to facilitate this important enterprize, the Emperor was also to furnish six ships, five frigates, and two transports; which being armed en flute, were to receive as many troops as they shall be able to contain, the remainder of the corps were to be embarked on board of the English or other transport vessels, freighted by his Britannic Majesty.*

These Russian ships and frigates were lent to Great Britain on the following conditions: viz.

1st. There shall be paid by England, upon their quitting the port of Cronstadt, in order to go to the place of rendezvous, which is Revel, the sum of 58,976l. 10s. sterling a month, as a subsidy for the expences of equipment, &c. for three months, to be computed from the days, as it is above stated of their departure from Cronstadt.

2dly. After the expiration of these three months, his Britannic Majesty shall continue the same subsidies, that is to say, of 19,642l. 10s. sterling a month.

3dly. Independently of this pecuniary succour, his Britannic Majesty shall provide for the subsistence of the crews, and the officers and sailors shall be treated on the same footing, as are the English officers and sailors in time of war, and as are the Russian officers and sailors who are at present in the Squadron of his Imperial Majesty, which is united to the English Squadron.

4thly. All these stipulations shall have full and entire effect, until the return of the above mentioned ships and frigates into Russian ports.

If it should happen, contrary to all expectation, that those six ships, five frigates, and two transport vessels should not be able, through some unforeseen event, to return to Russia, before the close of the present campaign, his Britannic Majesty engages to admit them into the ports of England, where they shall receive every possible assist-

* Appendix, Chap. II. No. 379.

A.D. 1799. ance, both for necessary repairs, and for the accommodation of the crews and officers.

As the six ships, five frigates, and two transport vessels abovementioned, having been originally intended for another destination, were furnished with provisions for three months, his Britannic Majesty, instead of furnishing them in kind, as it is stated in the 2d article, engages to pay, according to an estimate which shall be made, the value of these provisions. With regard to the officers, his Majesty the King of Great Britain, will adopt the same principle as has been followed until the present time, respecting the officers of the Russian squadron which is joined to the naval forces of England. That shall serve as a rule for indemnifying them for the preparations they have made for the campaign, such as it had been originally intended to take place.

Great Britain to pay Russia, 88,000*l.* sterling, for the use of the 17,593 troops—44,000*l.* of which was to be paid when the troops were ready to embark at Revel, and the remainder three months afterward. A subsidy also of 44,000*l.* a month, to be computed from the day the abovementioned troops were ready.

His Britannic Majesty to furnish horses for the officers, artillery, and baggage. In case the Russian troops cannot return to their own country during the favourable season, Great Britain to find them good quarters in her dominions.*

On the 12th of August, the first division of the troops, under the command of Lieutenant General Sir Ralph Abercrombie, sailed from Yarmouth Roads, escorted by a squadron of ships of war, the whole making about 200 sail,

* At their return from Holland, they were sent to the islands of Jersey and Guernsey, where they remained until the spring, when they were brought from thence in the British transports, and sent in their own ships of war to Russia.

Captain Home Rigg Popham, of the navy, was sent to Cronstadt, in the Nile lugger, to superintend and facilitate the embarkation of the Russian troops. Whilst there, the Emperor Paul with the royal family, went on board the lugger. He was so much gratified at the reception and amusement afforded him, that on his return on shore, he conferred on Captain Popham, the order of St. John of Jerusalem, and presented him with an elegant snuff-box set with diamonds; the Empress also gave him a valuable ring. To Lieutenant Pratt, commander of the Nile, the Emperor presented a gold snuff-box, and her Imperial Majesty a gold watch and chain.

-charged

commanded by Vice Admiral Mitchell. On the 15th, A.D. 1799 Admiral Lord Duncan joined the fleet. Tempestuous weather and adverse winds prevented the fleet reaching the coast of Holland until the 20th. On the next day, Captain Winthorp, of the navy, and Colonel Maitland, were sent in the Cobourg cutter, with a flag of truce to the Dutch Admiral Storey, and Colonel Guilquin, who commanded at the Helder. They were charged with a summons to them, from Lord Duncan, a copy of the declaration made by the Prince of Orange, and a proclamation addressed to the Dutch people, by Sir Ralph Abercromby, of which the following are copies.

*“ On board his Britannic Majesty’s ship, Kent,
20th August, 1799.*

“ Sir,

“ More than 20,000 men being at this moment disembarked at the Helder, who will be followed by many others; you have now a favourable opportunity of manifesting your zeal for your legitimate sovereign the Prince of Orange, by declaring for him, together with all the ships which may chuse to follow your example. All those who shall declare for him in like manner, hoisting the Orange flag, shall be considered as allies and friends. As soon as I shall have made Sir Ralph Abercromby, commander in chief of the British land forces, and Admiral Mitchell, who commands the naval part of the expedition under me, acquainted with this declaration; all the ships which are desirous of so doing, may come out and join me; they will be treated with the most sincere friendship as allies, and will be received in the bosom of the English fleet, with which they may remain until they shall receive the commands of the Prince of Orange, with respect to the conduct which they are to pursue.

“ I have the honour to be, &c.

“ DUNCAN.”

P.S. “ The bearer of this letter, Captain Winthorp, is commissioned to assure the officers of the Batavian fleet of my esteem for them.

“ DUNCAN.”

A.D.

1799

PROCLAMATION.

*By his Excellency, SIR RALPH ABERCROMBY, K.B.**&c. &c. &c.*

“ Lieutenant General Sir Ralph Abercromby being entrusted by his Majesty, the King of Great Britain, the ancient and good ally of the United Provinces, with the command of a body of British troops to be employed in delivering these provinces from the degrading tyranny of the French republic, has received his Majesty’s command to make this public and explicit declaration of the intention of his Majesty, and of the august sovereigns who are united with him in this great work.

“ It is not as enemies, but as friends and deliverers, that the British troops enter the territory of the United Provinces. It is to rescue the inhabitants of this once free and happy country from the oppression under which they now groan; to protect their religion from the intolerant and persecuting spirit of infidelity and atheism; to deliver their civil government from the despotism of a rapacious anarchy, and to re-establish their ancient liberty and independence, by restoring to them the benefits of that constitution, for which under the auspices of the illustrious house of Orange, their ancestors fought and conquered; and in the enjoyment of which they so long flourished in friendship and alliance with Great Britain.

“ For this object, and under the same auspices, his Majesty doubts not that the ancient valour and energy of the Dutch nation will be now exerted with the same spirit and success. The hand of Providence has already shewn itself in the deliverance of a great part of Europe, from those miseries in which the arms and principles of the French republicanism have for a time been permitted to involve it. The force which his Majesty has confided to Lieut. Gen. Abercromby, and those which his Majesty’s allies have destined to the same object, are abundantly sufficient for the protection of those who shall stand forth in the cause of their country. It is principally by the efforts of the Dutch nation, that these sovereigns wish the deliverance of the republic to be accomplished. In the steps that are to lead to this salutary end, his Majesty earnestly recommends to all the inhabitants of provinces, union and concord. Forgiveness of the past, and a determined resolution

lution to protect against every tumultuous and vindictive excess, the lives and properties of their fellow citizens, even those whose errors of misconduct have contributed to the calamities of their country; but whom the irresistible conviction of experience shall now unite in this great cause. A. D. 1799

On these principles, and in this spirit, the British army will conduct itself among a people whom Englishmen have long been accustomed to regard as their friends and allies; but if from henceforth there shall be found any Dutchmen, who by their adherence to the oppressors of their country, at the moment, when by the blessing of God, its deliverance is at hand, shall shew themselves unworthy of the blessings of tranquility, of lawful government, and of religious and civil liberty; those and those alone, his Majesty's troops will consider and treat as decided and irreconcilable enemies, not only to his Majesty, and his allies; but to the prosperity of their own country, and to the general interests and safety of Europe.

(Signed)

“RALPH ABERCROMBY,
“Lieutenant General.”

(Countersigned)

“FREDERICK MAITLAND,
“Secretary to the Commander in Chief.”

Translation of the Prince of Orange's Proclamation.

“We, WILLIAM, by the Grace of God, Prince of Orange and Nassau, Hereditary Stadtholder, &c. &c. &c. to all those to whom these presents shall come greeting.

“DEAR COUNTRYMEN,

“The long wished for moment when you are at last to be delivered from so many calamities under which you have suffered for more than four years past, is, we hope, arrived, and we enjoy the satisfaction again to address you under that pleasing prospect. It would be superfluous to enumerate the different hardships under which you have groaned ever since the violence you suffered in consequence of the French invasion, and the events which have followed it. If cruel experience has made you feel them but too

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severely;

A.D. 1799 severely; and if our ardent wishes could have been sooner fulfilled, you would have been relieved long ago from that intolerable burthen. We have been but too long obliged to confine ourselves to deploring your fate in silence, without having it in our power to alter it; at last that time is come: His Majesty the King of Great Britain, moved by his affection and friendship towards the Republic of the United Provinces, and pitying your misfortunes, has taken the generous resolution, has soon as the general circumstances of Europe have allowed it, to employ in concert with the allies vigorous measures for your deliverance. The military force which is now sent for that purpose, is to be followed by still more numerous troops.

“The object of this expedition is made known to you in the name of his Britannic Majesty, by the commander of the first body of troops, which is to open this glorious career.

“Those troops do not come to you as enemies, but as friends, and deliverers, in order to rescue you from the odious oppression under which you are held by the French government, and by the French troops; and to restore you to the enjoyment of your religion and liberty; those invaluable blessings for which with the divine assistance your and our own ancestors fought and conquered! Hesitate not, therefore brave inhabitants of the United Provinces, to meet and assist your deliverers; receive them among you as friends and protectors of the happiness and welfare of your country; let every difference of political sentiments and opinions vanish before this great object; do not suffer the spirit of party, nor even the sense of the wrongs you may have suffered, to induce you to commit any acts of revenge or persecution. Let your hands and your hearts be united, in order to repel the common enemy, and to re-establish the liberty and independence of our common country. Let your deliverance be as much as possible your own work: you see already, and you will experience it still more in future, that you may depend on being vigorously and powerfully assisted. As soon as the first efforts which are making towards your delivery, shall have acquired some consistency, our dearly beloved son, the hereditary Prince of Orange, who is in possession of our entire confidence, and is deserving of yours, and who is perfectly well acquainted with our intentions, will join you,
put

put himself at your head, and following the steps of our illustrious ancestors, spare neither his property nor his life, in order to assist you, and for your sake in bringing this great undertaking to a successful issue. We ourselves also, will then as soon as circumstances shall allow it, proceed to join you. And as we have always considered our own happiness as inseparably connected with that of our dear country; we will then, after seeing your laws and privileges restored, and yourselves re-established in the possession of those benefits which belong to a free people, under a lawful government, make our greatest and heartfelt satisfaction consist (under the divine blessing); in the advancement of the public, and of the prosperity and welfare which formerly made our once happy country an object of admiration to the surrounding nations.

“ Done in the Palace of Hampton Court,
the 28th July, 1799.

(Signed) “ W. PRINCE OF ORANGE.”

To Admiral Duncan's summons, Admiral Story made the following reply.

“ The commander in chief of the Batavian fleet, to Admiral Duncan, commander of the English fleet, in the North Sea.

“ *On board the Washington, Texel Road,
August 22d, 1799.*

“ Admiral,

“ I should be unworthy of Lord Duncan, and should forfeit the esteem of every honest man, were I to accept the proposal you make me. I know the duty which I owe to the flag, I obey, and to my country: were your force double, my sentiment would still remain the same. Your lordship may therefore expect from me a defence worthy of my nation, and of my honour. I shall however, immediately send your summons to my government, and if you please to await its determination, I will inform you of the result.

“ Be assured, my Lord,
That I am, with esteem,

“ STOREY.”

A.D. 1799 The following is the Message of the Executive Directory to the First Chamber of the Representative Body, with the Answer sent to Lord DUNCAN, in consequence of the above Summons.

“ HAGUE, 23d Fruëlidor.

“ *The Executive Directory of the Batavian Republic, to the First Chamber of the Representative Body of the Batavian People.*

“ Citizens Representatives,

“ After having last night informed your President, and this morning early your Assembly, of the appearance of an English fleet off the Texel Roads, we have deliberated more maturely on the reply which the commander in chief of the Republican fleet shall give to the letter, and the summons of Lord Duncan, to which he has merely sent a provisional reply; in consequence of which we have commissioned the agent of the marine to reply to the said letter and summons, in the manner which you will see by the extract of our resolutions, which we join to this message, not being willing to fail in giving you information.

“ Health and respect,

E. EMERINS.”

By order of the Directory,

“ HULTMAN.”

Extract from the Register of the Deliberations of the Executive Directory of the Batavian Republic

“ 23d of August, Five o’Clock in the Morning.

“ The Executive Directory having read an Address written by the Minister of the Marine this morning at a quarter before three o’clock, in which he states the appearance of the English fleet before the Texel, and the summons of Admiral Duncan, decree, that the agent of the marine shall be commanded to make, in the name of the government, by means of the commander in chief of the fleet, the following answer to Admiral Duncan.

“ That the English admiral has formed an erroneous supposition, in his letter of the 20th of this month, which he addressed to him, in which he states that General Abercromby had disembarked with 20,000 men at the Helder; that dispositions had been made to make him repent of this enterprize; and that even if the disembarkation had succeeded,

ceeded, that would not induce the brave and faithful commanders of the Batavian ships to surrender to a hostile power, as they are disposed to put in force every means of defence to protect the Batavian flags, and from which they expect the happiest result. The answer already given by the commander of the Batavian fleet, and from which Lord Duncan might have anticipated the present, with which it agrees in substance, would have been deemed sufficient, if the conduct of one of the officers who brought the summons, did not deserve to be reported to Lord Duncan, in the persuasion that it will not only be disavowed by him, but severely punished; that that officer having taken advantage of the opportunity to put into the hands of one of the Batavian officers who fell in his way, a pretended proclamation in Dutch and English, the object of which was to seduce and alienate, if possible, the minds of the inhabitants of the Batavian Republic from the confidence which they repose in their Constituted Authorities; but this perfidious conduct having been discovered after the departure of the English officer, it was not possible to seize him as a seducer of the military; that it was expected no such proceedings in future should take place, as otherwise those who should behave in a manner so inconsistent with the laws of war, must be answerable for the fatal consequences; and that henceforth no flags of truce could be received, the object of which was merely to bring summonses and messages, which patriotism requires should be rejected. In future, therefore, those who bring these proclamations, will be considered not as the bearers of a flag of truce, but as prisoners of war."

Contrary winds and bad weather prevented the fleet from gaining the coast until the 26th, on which day it anchored along the coast from the mouth of the Texel as far as Gallants-Oze. On the following morning at three o'clock the troops were all in the boats, and landed under cover of a warm and well-directed fire from the gun-brigs, sloops of war and bomb vessels. The enemy made but little opposition to the landing; but soon after a severe conflict ensued, which terminated in a complete route of the enemy, who retired to his former position at Keeten. This gave the British the entire possession of the whole neck of land between Kirk Down, and the road leading to Alkmaar. General Daendels finding himself cut off from the Helder,

A.D. 1799 sent orders for the commander to evacuate the fortress and join him. The next morning this important post, with seven ships of war lying in the Nieuve Diep, and the naval magazine, were taken possession of by the British.* The loss sustained by the British in this attack amounted to one lieutenant-colonel, one subaltern, three serjeants, 51 rank and file killed; one lieutenant-general, one colonel, one lieutenant colonel, one major, nine captains, six subalterns, 28 serjeants, one drummer, 334 rank and file wounded; 26 rank and file missing.

The falling of the Helder opened the Texel to the fleet; Admiral Mitchell therefore, lost no time in making the necessary dispositions for attacking that of the enemy, which was lying at anchor in a line at the Red Buoy, near the Vlieter; for this purpose he got under sail, and stood up in the line of battle a-head;† the Ratvifon, Russian, and America, British ships of the line, with the Latona frigate took the ground; which obliged the admiral to close his line. As the fleet was standing in, the admiral dispatched Captain Rennie, of the Victor, with the following summons to Admiral Storey, viz.

*“ Isis, under sail in line of Battle,
August 30, 1799.”*

“ SIR,

“ I desire you will instantly hoist the flag of his Serene Highness the Prince of Orange: if you do, you will immediately be considered as friends of the King of Great Britain, my most gracious Sovereign; otherwise take the

* A list of men of war, &c. taken possession of in the Nieuve Diep.

<i>Ships.</i>		<i>Guns.</i>
Broederchep (guardship)	-	64
Vofwagting	-	64
Heldin	-	32
Hector	-	44
Venus	-	24
Dalk	-	24
Minerva	-	24
And about 27 Indiaman and Transports.		

† Appendix, Chap. II. No. 380.

consequence.

consequence. Painful it will be to me for the loss of blood A.D.
it may occasion ; but the guilt will be on your own head. 1799

“ I have the honour to be, &c.

(Signed) “ ANDREW MITCHELL,

“ Vice Admiral and Commander
in Chief of his Majesty's
Ships employed on the pre-
sent expedition.”

“ *To Rear Admiral STOREY,
or the Commander in Chief
of the Dutch Squadron.*”

Captain Rennie,* on his way, picked up a flag of truce with two Dutch Captains, coming from their admiral to Admiral Mitchell, whom he carried on board the *Ifis*; after a few minutes conversation, at their earnest request, the admiral anchored in a line, a short distance from the Dutch squadron ; and sent the Dutch captains back to their admiral, with positive orders not to alter the position of the ships, nor do any thing whatsoever to them, and in one hour to submit, or take the consequences. In less than that time they returned with a verbal message that they submitted according to the summons. Admiral Storey sent the following written reasons for his submission :

“ *On board the Washington, anchored
under the Vlieter, August 30, 1799.*

“ Admiral,

“ Neither your superiority, nor the threat that the spilling of human blood should be laid to my account, could prevent my shewing you to the last moment what I could do for my Sovereign, whom I acknowledge to be no other than the Batavian people, and its representatives, when your Prince's and the Orange flags have obtained their end. The traitors whom I commanded refused to fight ; and nothing remains to me and my brave officers, but vain rage and the dreadful reflection of our present situation ; I therefore deliver over to you the fleet which I commanded. From this moment it is your obligation to provide for the safety of my officers, and the few brave men who are on

* In 1801 commanded the *Invincible* of 74 guns, and perished when that ship was lost.

A.D. board the Batavian ships, as I declare myself and my officers
1799 prisoners of war, and I remain to be considered as such."

" I am, with respect,
" S. STOREY.

" *To Admiral Mitchell, commanding his Britannic Majesty's Squadron in the Texel.*"

Possession was immediately taken of the Dutch fleet, and a British officer sent on board of each, in order to maintain peace and order among the crew. Admiral Mitchell issued the following manifesto:

" *Isis, August 30, 1799.*

" The undersigned Vice Admiral, in the service of his Majesty the King of Great Britain, charged with the execution of the naval part of the expedition to restore the Stadtholder and the old and lawful constitution of the Seven United Provinces, guaranteed by his Majesty, having agreed, that in consequence of the summons to Rear Admiral Storey, the ships, after hoisting the ancient colours, will be considered as in the service of the allies of the British Crown, and under the orders of his Serene Highness the Hereditary Stadtholder, Captain and Admiral General of the Seven United Provinces, has thought it proper to give an account of this agreement to the brave crews of the different ships, and to summon them by the same to behave in a peaceable and orderly manner, so that no complaint may be represented by the officer, the undersigned will send on board each of the ships to keep proper order, until the intention of his Majesty, and his Serene Highness the Prince of Orange, as Admiral General, shall be known, for the further destination of these ships, on account of which dispatches will be immediately sent off. And to make them aware, that in case their conduct should not be so as may be expected from the known loyalty and attachment of the Dutch navy to the illustrious House of Orange on this occasion, any excesses or irregularity will be punished with the severity which the disorders may have been committed merit.

" (Signed) ANDREW MITCHELL."

At

At the same time Captain Winthorpe, of the *Circe*, A.D. took possession of thirteen ships of war, three Indiamen, 1799 and a sheer hulk, in the New Diep; together with the naval arsenal, containing ninety-five pieces of ordnance.*

It is positively said that the crews of the Dutch ships of war manifested signs of disaffection and insubordination the evening preceding the day the British fleet entered the Texel; and upon admiral Storey making the signal to prepare for battle, it broke out into an open revolt and disobedience to the orders of their officers, whom they seized, took possession of the magazines, unloaded the guns, and threw the balls and cartridges into the sea. This is fully confirmed in Admiral Storey's letter to the Minister of Marine of the Batavian Republic.

The Dutch ships of war a few days after were sent to England under the escort of six sail of British ships of the line and two Russians.†

Admiral Mitchell having no further occasion for the revenue cutters, dismissed them with the following handsome acknowledgement of the services they rendered the expedition.

*“ His Majesty's Ship Isis, in the Mars Diep,
September 4, 1799.*

“ SIR,

“ As the service of the revenue cutters is now over, it would be highly improper for me to delay their return; I shall, however, keep two to be advice boats.

“ I cannot permit them to leave me, without acquainting you of the good conduct of all the cutters; their constant activity in obeying every order; and the unremitting zeal they have at all times shewn, merits my warmest thanks; and I can only say, without them and the other boats, we never could have gone on as we have so fortunately done.

“ I do therefore in the most earnest manner recommend them to your notice. This will be delivered to you by Captain Newland, whom they have chosen to have the honour to present you with this. He is a most zealous offi-

* Appendix, Chap. II. No. 381.

† Appendix, Chap. II. No. 382.

A.D. cer, and will give you every information relative to the na-
 1799 ture of the service they have been employed in,

“ I have the honour to be,

“ Your most faithful humble servant,

“ A. MITCHELL.”

“ Right Hon. H. DUNDAS.”

In the mean time the army under General Abercromby, consisting of about 16,000 men, had moved forward and taken post behind the Zype, a low and intersected ground, about eight miles in extent, at the entrance of the peninsula, and defended by a dyke, behind which they intrenched themselves, defending it with a numerous artillery; the advanced posts of their right extended from Petten to Eenigenburg; those of the center a little behind, and parallel to the Great Dyke, were at St. Martin's, Volkoog, and Schagen; those of their left at Havinghuyren and Zydewind. In this position the French and Batavian armies, which were composed of about 25,000 men, commanded by the Generals Vandamme, Dumonceau, and Daendels, at day-break on the morning of the 10th of September attacked the British, and after a most severe conflict, were repulsed and driven back to their former position, with the loss of nearly 1000 men; that on the side of the British amounted to 37 rank and file killed; one major-general, one lieutenant-colonel, one major, four captains, 5 subalterns, two serjeants, 135 rank and file wounded; 1 serjeant, 18 rank and file missing.

On the 12th the Captains Portlock and Bolton, in the Arrow and Wolverene sloops of war, attacked, and after a gallant action captured eight sail of Dutch armed vessels, which were lying in the narrow channel between Flag Island and Harlingen.* The Arrow had one man killed;

* BRITISH FORCE.

Arrow, 28, 38 pound carronades.

Wolverene, 14, two of which were long 24 pounders, 180 men.

DUTCH FORCE.

Draak, 24 guns, six 50 pound brass howitzers, two 32 pounders, sixteen 18 pounders, long guns. Being too bad to bring off, burnt.

Gier, 14 guns, long 12 pounders.

Two schooners, four long eight pounders each.

Four schoots, two long eight pounders each.

Number of men 380.

Captain

Captain Portlock and eight wounded. The loss of the A.D.
enemy could not be exactly ascertained. 1799

On the 13th of September his Royal Highness the Duke of York landed at the Helder from on board the *Amethyst* frigate; at the same time a large body of Russian troops under General Hermann were disembarked. On the 15th an affair of posts took place between the two armies. The combined army of Britons and Russians being now reinforced to about 35,000 men, headed by the Duke of York; on the 19th at day break attacked with great fury the whole of the enemy's line, which continued with great violence until the close of day, when the British were obliged to fall back to their entrenchments at the Zype. The French and Batavian army also retired to the same posts it occupied before the battle.

The loss the British army sustained, was one lieutenant-colonel, two captains, two subalterns, one staff, two serjeants, 121 rank and file killed; seven lieutenant-colonels, six majors, 15 captains, 15 subalterns, 20 serjeants, two drummers, 364 rank and file wounded; 22 serjeants, 5 drummers, 479 missing.

The Russian general Hermann was taken prisoner, with about 1500 officers and men killed and wounded.

Lieutenant Rowad, of the royal navy, was wounded; four seamen killed, and seven wounded.

The Duke of York, in his public dispatches, expresses himself highly indebted to Sir Home Popham, and Captain Godfrey, of the navy, for their spirited conduct in the management of three gun boats on the canal of Alkmaar.

On the 21st Admiral Mitchell shifted his flag into the *Babet*, and proceeded with many of the small armed vessels and bombs into the Zuyder Zee; on his appearance the towns of Enkhuyfen and Mendenblick submitted, and hoisted the Orange flag; as did those of Steveren and Lemmer, to Captains Bolton and Boorder, of the *Wolverene* and *Espiegle*.

On the 28th of September the *Blanche* frigate, employed to convoy a division of the troops from the Helder, got on shore on the Middle on the Sculp Gut, and was totally lost. A boat belonging to the *Dodrecht*, sent to her assistance, was overset; the gunner and six men were drowned.

On the 6th of October Captain Patrick Campbell, of the *Dart* sloop of war, having under his command four armed

A. D. armed vessels, attacked and brought off four of the enemy's
 1799 gun boats, each mounting four guns, and manned with 20 or 30 men, which were lying near the Pampus, without the loss of a man.

On the 8th Captain Winthorpe, in the *Circe*, finding he could not get up to a sloop of war and schooner of the enemy's which were lying close under the batteries of Delfzel, dispatched the boats of the ship to board and bring them out, under the command of Lieutenants Maughan and Pawle, who executed this service in a most gallant manner without the loss of a single man, notwithstanding the enemy's guns were loaded, primed, and matches lighted. The ship (the *Lynx*) mounted 12 guns and 75 men; the schooner, (the *Perseus*) four guns and 40 men.

On the 9th of October, *La Lutine*, of 32 guns, Captain Launcelot Skinner, sailed from Yarmouth Roads with several passengers, and an immense quantity of treasure, for the Texel; in the course of the day it came on to blow a heavy gale of wind, and continued the whole of the night, during which the ship drove on the outer bank of the Fly Island passage, and was lost. The darkness of the night, and violence of the gale, precluded all possibility of giving her the least assistance. At day-light not a vestige of the vessel was to be seen; she had gone to pieces, and every soul excepting two perished, one of whom died soon after of the fatigue he had encountered. The money she had on board is said to have amounted to 140,000l.*

On the 11th Captain James Boorder, of the *Espiegle*, who was left for the defence of the town of Lemmer, at five o'clock in the morning was attacked by a party of the enemy, who attempted to storm the north battery; they were soon bravely attacked by the seamen with their pikes, surrounded them, and the whole amounting to one officer and 30 men, laid down their arms. Captain Boorder had no sooner secured his prisoners, than he was attacked by the remainder of the enemy's force, amounting to 670 men; his own did not exceed 157 sailors and marines; after a severe contest, which lasted four hours and a half, the enemy gave way, and fled in all directions. The marines were immediately ordered to pursue them; but the enemy in

* Two seamen of the *Lutine* were picked up by a bye-boat, floating on oars, one of whom died soon after his arrival at Yarmouth.

their retreat having broken down a bridge, prevented their colours and two field pieces from falling into the hands of the victors. In this conflict 25 of the enemy were killed, and 29 wounded. On the side of the English not a man was hurt. A.D. 1799

On the 2d of October, at six o'clock in the morning, the Duke of York made a general attack upon the whole of the French and Batavian lines; the conflict was long and bloody, continuing till the same hour in the evening, when General Brune was obliged to retire, leaving the combined army masters of the field of battle. The next day it entered Alkmaar, and sent forward the advanced posts parallel to the French and Dutch army towards Haarlem.

The loss the British sustained amounted to one major, five captains, five subalterns, 11 serjeants, 215 rank and file, 44 horses killed; two colonels, two lieutenant-colonels, three majors, 22 captains, 39 subalterns, one staff, 46 serjeants, seven drummers, 980 rank and file, 78 horses wounded; one captain, four subalterns, seven serjeants, three drummers, 178 rank and file, three horses missing. Russians, 170 killed or taken prisoners, 423 wounded, 50 horses killed.

On the 6th the Duke of York again attacked the whole front of the enemy's line, carried Ackerflood, and had advanced as far as Kastricum, when the battle became general; the French and Batavian army being considerably reinforced, suddenly changed the fortune of war, and kept the combined army in check; the action was long and bloody—it continued till night, when the French and Batavian army returned to its position at Beverwick. In this battle the British lost two lieutenant-colonels, two subalterns, three serjeants, one drummer, 85 rank and file, nine horses killed; one colonel, one lieutenant-colonel, three majors, seven captains, 23 subalterns, one staff, 23 serjeants, 673 rank and file, 13 horses wounded; two lieutenant-colonels, one major, five captains, 11 subalterns, 13 serjeants, two drummers, 576 rank and file missing. Russians, 382 killed or taken prisoners; 735 wounded.

The Duke of York finding the great inconvenience and difficulty which must attend his remaining at the post which he at present occupied, assembled a council of war, whose unanimous opinion it was, that the army could no longer maintain

A.D. maintain its present position ; that it should fall back to the
 1799 Zype, and wait the further orders of his Majesty.

The army accordingly fell back ; the Duke of York took up his head quarters at Schagenburg, and entered into a negociation with General Brune for the suspension of arms, and the unmolested evacuation of Holland by the combined armies. General Knox, on the part of the British, and Rostollon, chief of the staff, general of brigade of the French and Batavian army were commissioned to negotiate this treaty.

ARTICLES proposed by General BRUNE in an Explanatory Note.

“ 1st. The Batavian fleet which was surrendered to Admiral Mitchell by Admiral Storey, shall be restored to the Batavian Republic, with its stores and crews. In case the Duke of York shall not be vested with sufficient powers to comply with this article, his Royal Highness shall engage to obtain from his court an equivalent compensation.

“ 2. Fifteen thousand prisoners of war, French and Batavians, detained in England, shall be unconditionally released, and sent home.

“ 3. The batteries and forts of the Helder shall be restored in the condition in which they were found at the period of the invasion of the English and Russian army.

“ 4. The army under the command of the Duke of York, shall, within forty-eight hours, evacuate the position of the Zuyp.

“ 5. The troops composing the English and Russian army shall be embarked successively, and as speedily as possible. All the British shipping shall quit the Texel, and all the English and Russian troops be withdrawn from the seas, coasts, and islands of the Batavian Republic before the 20th of November next ; and shall not damage the great sources of navigation, or occasion any inundation in the country.

“ All ships of war, or other vessels, having on board reinforcements for the combined English and Russian army, shall be put to sea as soon as possible, without landing the same.

“ 7. To guarantee the execution of these articles, hostages shall be given by the Duke of York, to be selected amongst the officers of rank in his army.

His

His Royal Highness the Duke of York having made such objections as he judged necessary to several of the above articles, especially to the 1st and 4th, which were entirely relinquished by the French general; and in the 2d, that 8000 prisoners should be released; adding, that Admiral De Winter should be considered as exchanged; and the time fixed for the final evacuation of the country should be the 30th of November; this convention was agreed to, and signed by General Knox, and General of Brigade Rostollar, on the 20th of October. A.D. 1799

The retreat of the British and Russian army was followed by the evacuation of the Zuyder Zee by Vice Admiral Mitchell and his flotilla, and from the islands and port of the Lemmer.

Before the admiral left Enkhuyzen, he sent the following letter to the Regency and inhabitants.

“ Previous to my quitting this place, I wish to express my feelings, to convince you, that it is entirely owing to the smallness of my forces that I do not remain to make a needless defence against superior numbers; convinced of your agreeing with me in this point, I have thought proper, after the tidings received from Hoorn and Mendenblick, rather to evacuate the town, than expose it to the vengeance of our enemies.

“ It is with great concern I state, that the laws of war oblige me to destroy your armed shipping in this port, &c.; yet I find the consolation that none of the buildings of your city will receive the least injury, &c. I hope that the members of your Provisional Regency, established by my express orders, will not suffer the least molestation; but should I hear that any of them have been injured, I shall return with my fleet to bombard the town, until not one stone remain upon another.

(“ Signed) MITCHELL,
Vice Admiral, &c.

*On board his Majesty's Ship
Babet, October the 12th.*

Immediately on the articles of the convention being signed, preparations were made, and the troops began to embark, the whole of which was completely effected by the 19th of November, on which day the Dutch took possession of the Helder. Admiral Mitchell returned to Yarmouth with a great part of the fleet; on the 17th Admiral Dickson was sent to superintend the re-embarkation of the troops, &c.

A.D. 1799 Notwithstanding the severe blow which the Dutch marine had received by the capture of their fleet in this expedition, it had still remaining in different ports fifteen sail of the line, seven frigates, and eight sloops of war, besides some which were in the East-Indies.*

The thanks of parliament were voted to Vice Admiral Mitchell, Lieutenant General Sir Ralph Abercromby, with the officers and men employed under them. On the 9th of January, 1800, Admiral Mitchell was honoured with the order of the Bath. The City of London voted their thanks also to the Admiral, General, &c. and presented each with a sword valued at 100 guineas.

The following anecdote is related of a British sailor at the attack of the Helder, the authenticity of which can only be ascertained by those who were present; it is, however, truly characteristic of these intrepid fellows when on service and in the face of an enemy.

This man was one of the detachment of seamen sent on shore to assist in drawing the artillery up the beach. The party employed on this service were covered by a body of grenadiers, one of whom having dropped, Jack started from his gun, and examined the body, exclaiming with an oath, that he was a dead man, he said he would take his place; and having stripped off the grenadier's belt and cartridge box, and equipped himself therewith, he seized his firelock, and began loading and firing at the enemy: he discharged his piece six times, at each time bringing down his man. At length he dropped himself, and was carried on board the hospital ship to be amputated, having received a ball through his knee. This was not all; he was told that he must be brought to trial for having deserted his post, and taken upon him a task out of the line of his duty. "But please your honour," (replied this gallant fellow) "I killed six of them." "That may be," said his captain; "but you flew from your quarters."—"Then please your honour," rejoined Jack, in the simplicity of his heart, "forgive me this once, and I will kill no more of them."

On the 25th, about twelve o'clock at night, the Nassau, of 64 guns, Captain George Tripp, struck on the North Haak sand bank off the Texel, in a heavy gale of wind; the sea broke so violently over the ship, that it was expected

* Appendix, Chap. II. No. 383.

every moment she would go to pieces. In the morning at day-light no hopes of assistance appeared, and death seemed inevitable. At eleven o'clock, to their great joy, the Jealousie brig was sent by Admiral Dickson, but without the possibility of approaching nearer than a mile and a half. It still blowing so hard, with a heavy sea, as to prevent any assistance being given. At three in the afternoon, Captain Tripp was prevailed on to hoist a boat out; Captain Andrew McIntosh, of the marines, Mr. F. Bennet, purser, and a midshipman, with the boat's crew, put off in hopes of being able to reach the brig; but in ten minutes she filled, went down, and they all perished. About five o'clock in the evening, the gale moderated, when Captain Temple sent his boats, and took out 205 of the crew; but it came on to blow again so hard, that the boats could not venture to pass. No further assistance could be afforded till the next morning, when the remainder of the crew were taken out by boats and vessels sent from the Helder. About 100 are supposed to have perished.

November the 10th, the Voolk Dutch ship of war, of 20 guns, Captain Martiner, was lost on the island of Ameland; out of the whole crew, which amounted to near 529, including soldiers of the 23d regiment; only Lieutenant Hill, and 19 men of that regiment, with five Dutchmen were saved.

Thus ended the expedition to Holland; in which the British lost three ships of war, about 551 soldiers killed, 3109 wounded, and 1954 missing; the loss sustained by the Russians, amounted to about 3000 killed, wounded, and taken prisoners.

The advantages which Great Britain gained, were 24 sail of Dutch ships of war, among the number, ten were of the line. This gave their marine so severe a shock, as to prevent the Batavians joining in the naval confederacy against this country.

The following letter was written by Rear Admiral Storey, to the minister of marine of the Batavian republic, assigning his reasons for surrendering the fleet to Admiral Mitchell.

*“ Washington at anchor, under the Vlieter,
“ August 31st, 1799.”*

“ Penetrated by the most oppressing sensations of despair and contempt, I take up my pen, to give you an

A.D. 1799 account of the most fatal event that ever will appear in the annals of history.

“ In my letter of the 27th inst. I informed you that the evacuation of the Helder, and its batteries, would oblige me to effect the last retreat that was left, and which you had pointed out in your letter of the 23d. Not long before the English had appeared on the batteries of Revolution and Union; I made the signal for weighing anchor, and for sailing, which was effected on the 28th in the morning. At that instant the Orange flag was flying from all the steeples of the Texel and the Helder, and from the batteries. This extraordinary circumstance produced very sensible effects on board of several ships; but, notwithstanding this, our retreat was effected, and at 11 o'clock in the morning, we cast anchor before the Vlieter, the wind preventing our entering it, and taking the intended station. On the 29th, at day-break, we discovered that already a great part of the enemy's frigates and transports had cast anchor in the roads of the Texel; the wind was then north, which led me to conclude that the enemies men of war were not able to sail up the Texel. I resolved therefore to return with my whole force to the roads of the Texel, to drive from thence, or to destroy, all the enemy's ships which I could find there; but the wind blowing strong from the north, my plan became impracticable. I ordered the fleet to cast anchor again, and resolved to sail to the roads with the next tide. On the evening of the same day, a spirit of insubordination and mutiny appeared amongst the crews of several ships. At nine o'clock, I was informed that the people of the Washington refused in a mass to go to their births; saying, they were sure that that ship would be blown up in the night. Some of the mutineers armed with sabres and pistols, made themselves masters of the powder magazine, and would not suffer any one to approach it. Others prevented the few well disposed to go to their births. Captain Van de Capelle with all his officers, immediately went between decks, and endeavoured to bring the mutineers back to their duty, with resolute countenances, and using every means of persuasion. I ordered all the subaltern officers to appear before me, and reminded them of their duty; and of the oath they had sworn to the republic. They all assured me they were unacquainted with the causes of this mutiny, and saw no possibility

possibility of opposing it. Captain Van de Capelle succeeded so far between decks, that the whole of the crew went to the cabin, those excepted who guarded the powder magazine. At that moment I would have employed force, had I not been fully persuaded that it would be in vain to oppose the whole mass. The same afternoon I received several accounts, that on board most of the largest vessels disturbances had broke out. Captains Van Braam and De Yong assured me, that for some hours they had found the spirit of mutiny increasing so much in the respective crews, that little or nothing could be expected of them, should an engagement take place. On board the Ruyter it was the same. Captain Huis had already been compelled to confine two of the quarter-masters, on account of their mutinous conversation. Captain Colf freely declared that his crew were so disposed, that not a single shot could be expected to be fired from his ship. Thus elapsed the first day and the night of the 29th.

“ On the morning of the 30th, we saw the English appearing in the roads of the Texel, partly directing their course towards the Vlieter. This division consisted of eleven ships of the line, five or six large frigates, and four corvettes; underneath you will find an exact list of them.* They carried what is called the Prince's flag. On the approach of this fleet, mutinous movements took place on board the Washington, and as I afterwards learned, on board several other ships. This moment was the most painful to me that ever I experienced. A hostile fleet nearly double the strength of my own, sailed against me before the wind, and at a time when I was uncertain whether one of my ships would fire a shot. Forced, by this disagreeable circumstance; I resolved to send Captains Van de Capelle and De Yong in a sloop, to meet the English admiral, to represent to him in substance, that we were at our last retreat, and were determined to defend our ships to the utmost; that he would therefore, not gain any thing by his attack, but the destruction of a fleet which, according to his own declaration, he wished to spare and to treat in the most friendly manner; that we proposed to him to cast anchor, at a sufficient distance from our fleet, to enable us to wait the resolution of our government, concerning our present situation. My object in sending this

* Appendix, Chap. II. No. 382.

A.D. 1799 message, was to gain time. I made the signal to our ships to prepare for an engagement; but this moment perfectly convinced me of what I might expect. When the alarm was beaten on board the *Washington*; the whole of the crew, the officers and a few of the men excepted, instead of instantly repairing to their guns, went to different parts of the ship, loudly exclaiming—that not one of them would fight for a moment, nor make the least preparation for it.

“ Accompanied by Captain Van Braam, who happened to be on board the *Washington* at that time, I went among them; we first used persuasions, and afterwards the severest threats, to induce the mutineers to go to their guns, but in vain. All at once, with repeated huzzas, &c. they run to the guns, extracted the balls, and threw them over-board, and also a great number of cartridges. A few brave men who had taken possession of two guns in the hold, were driven away by force, and orders were given, under the severest threats, not to undertake any thing for the defence of the ship. From some of the other ships I also heard, at different times, the cries of mutiny. At that moment the Captains Van de Capelle, and De Yong, had approached the English fleet, which had cast anchor at some distance. On their return, the two captains brought me a letter from the English admiral:* telling me at the same, that with great difficulty, they had obtained an hour for me to consider about an answer, and that two English officers† had come with them to carry it. Previous to this, I had ordered all the commanding officers of our fleet on board of my ship, to consult upon our situation, and what we were to do. I was convinced that not a single shot would be fired from the *Washington*; Captain Kolf that the same was the case in the *Utrecht*; Captains Van Braham and De Yong stated that their crews refused to fight; all the other captains complained more or less, excepting Captain Van Senden, who said that his crew were at the present moment, in the best order; but that he could not expect any thing from them, if the admiral's ship made no defence. The *Batavia*, the ship which he commanded, was next the admiral's. Under these circumstances, and convinced that we could, at the utmost

* See Admiral Mitchel's letters to Admiral Storey.

†

only fire a few shot upon the enemy, who was our superior in point of number, it was soon determined what resolution we should take. We agreed unanimously to strike the Batavian flag, and to declare myself and all the officers prisoners of war, without going into detail upon the assurances of friendship made to us on hoisting any other flag. I then sent an answer to the English admiral.* The two English officers who had arrived along with Captains Van de Capelle and de Yong, remained on board the Washington from that moment to this day. In the evening, at their desire, the *ci-devant* prince's flag was hoisted: to day they demanded that we should salute their fleet, by firing some guns; but this I refused, declaring that we could not be considered otherwise than prisoners of war, and therefore could not be obliged to any service.—What will become of us, with this extraordinary manner of carrying on the war, and of taking ships, I cannot conceive: we must wait the result of this, as well as of the whole business. Meanwhile you can have no idea of the disagreeable situation of myself and my officers.

“ The spirit of mutiny on board the fleet is not yet quelled. This morning, among other circumstances, we were informed, that the crew of the Ambuscade frigate had proceeded to the most unexampled excesses, and were not ashamed to commit the barbarous action of throwing a man over-board, who was known to be an advocate of the cause of liberty, and that the officers were not able to do any thing for the safety of this unfortunate man. Once more judge from all this, how little I could expect to be able to do with this traiterous and inhuman set; judge what must be my present situation; I shall endeavour to give you still more circumstantial accounts,

“ Health and respect,

(Signed)

“ S. STOREY, Rear Admiral.”

The wretched and humiliating state to which the French marine had fallen, roused the ambitious spirit of Buonaparte, the chief consul, to adopt measures for its improvement; which he hoped from the encouragement held out, might be productive of an emulation amongst the officers and men, to exert themselves in the exercise of the guns

* See Admiral Storey's answer.

A.D. and manœuvres of the fleet; by which they might once
1799 more make an effort to cope with the fleet of their too powerful enemy.

For this purpose many new regulations were established, and in July the following state paper was published.

The Consuls, to the Minister of Marine.

“ The consuls cannot perceive without concern, citizen ministers, that several vessels of the Brest fleet have been disarmed; and that at a moment in which more than ever it was essential to complete the organization of our fleet; we have suffered ourselves to be discouraged by the first difficulties which have presented themselves.

“ It is at a moment, in which the continental war absorbs the principal resources of the nation, and the principal attention of government, that the ministers of the marine, the admirals, and the administrators ought to redouble their courage, and to surmount every obstacle.

“ Cause an enquiry to be made into the conduct of those administrators, or officers who have ordered the disarming of the four vessels which have quitted the road, and gone into the harbour, and of those who would have authorized the dismissal of the sailors. Such operations could not be legal without the special order of government.

“ Take measures at the same time, that sailors may be raised on all our coasts, and that also our ships may be equipped and stored with every thing necessary for their navigation. The French people wish for a marine. It eagerly wishes for it. It will make all the necessary sacrifices, that its wish may be gratified.

“ Keep a strict, but just eye upon all our officers, and upon the different branches of the administration. It is time that dilapidations should be put an end to. Dismiss those persons who have long been too clearly pointed out by public opinion, as participating in fraudulent transactions. Since the law cannot reach them; let us deprive them at least of the power of doing injury. In the course of Fructidor, if circumstances permit it, the first consul will go to visit the fleet at Brest.

“ Rewards shall be adjudged to the ship which shall be the best conducted, and the crew of which shall be best disciplined.

“ Order

“ Order the commander of the squadron at Brest, A. D. 1799 as well as all the other commanders and captains of ships, to remain constantly on board, to sleep in their vessels, and to exercise their crews with encreased activity. Establish prizes for the young seamen who shall most distinguish themselves by their exertions; and for the gunners who shall fire most correctly. Let not a day pass without their exercising themselves at firing at marks, on the coast and in the open sea.

(Signed)

“ BUONAPARTE,
“ First Consul.

“ H. B. MARET,
“ Secretary of State.”

In consequence of this state paper, the minister of the marine issued the following orders to the fleet.

Of the Exercise of Musquetry.

1st. “ The exercise of musquetry shall take place three times each decade, on board all the vessels of the republic, both by the soldiers and the Sailors.

2d. “ All those who are sufficiently instructed in the exercise of arms, shall be allowed to fire at a target. This shall be always done on board; and if the position of the vessel will not permit it, the officer commanding in the road shall point out another vessel for that purpose.

3d. “ A double ration shall be given to all those who shall hit the mark.”

The Exercise of Cannon.

1st. “ The exercise shall be divided into the great and small exercise.

2d. “ The small exercise shall take place six times every decade, on board of each vessel; it shall be performed by the whole crew upon four guns of every calibre.

3d, “ The grand exercise shall take place three times every decade. It shall be general, and every man shall occupy his post, as if in action.

4th.

A. D. 1799 4th. " Besides the great and small exercise, they shall exercise firing under sail, in squadrons and divisions.

5th. " A strong corvette shall be ordered to manœuvre in the road, so that they may fire at greater or less distances.

6th. " This exercise is to take place every day in the morning and evening. The commander in the roads will point out the vessels which are to furnish detachments proportionable to the number of their crews.

7th. " Once every decade during the summer, and once a month during the winter; there shall be in the corvette of instruction, an extraordinary exercise.

8th. " Every vessel in the road shall send on board the corvette, the number of men sufficient to manœuvre a cannon.

9th. " When the exercise is over, two prizes shall be given to the two who shall fire best.

10th. " The first prize is to be ten francs, and the second five. They are to be decreed by a chief officer, appointed by the commanding officer of the road.

11th. " The vessel to whom the best cannoneer shall belong, shall be decorated with flags the whole day."

Manœuvring Exercise.

1st. " There shall be performed in every vessel, every day, the manœuvres necessary in time of action.

2d. " The commander of the road shall direct the manœuvres which are to be made.

3d. " The commanding officer shall, by signal, point out the vessel which shall manœuvre best, which vessel shall have the signal flag flying all day at the mast-head.

4th. " The captain of the vessel shall cause to be given to the twenty men who performed the best, a double ration.

5th. " The commander of that road shall, the ensuing day, publish in general orders, the names of the vessels according to the degree of skill with which they shall have manœuvred."

Exercise of Swimming.

1st. " The commander of the road shall give orders for the exercise of swimming, and similar orders shall be given by the maritime prefect.

2d.

2d. " This exercise shall take place when circumstances shall permit it; and precautions shall be taken for the safety of the swimmers. A.D. 1799

3d. " During the summer months, there shall be a general exercise of swimming, and prizes shall be distributed.

4th. " Whoever shall swim farthest in a given time, shall receive ten livres.

5th. " The same prize shall be given to the man who dives best, and nails a plank to a part of a vessel under water.

6th. " The chief officer shall have the distribution of the prizes.

7th. " The cabin-boys shall be exercised every day.

(Signed)

" FORFAIT,

" Minister of Marine."

The following arrangement was also made with respect to the officers of marine.

The consuls of the republic, upon the report of the minister of marine, and of the colonies, and the council of state having deliberated on the subject, decree as follows;

Title 1st.—There shall be maintained for the service of the navy, the number of 1354 officers, agreeable to the law of the 3d Brumaire, Year IV.

Title 2d.—The number of officers shall be fixed as follows:

8 Vice Admirals,	180 Captains of frigates,
16 Rear Admirals,	400 Lieutenants de Vaisseaux,
150 Captains de Vaisseaux,	600 Enseignes de Vaisseaux.

Promotion shall take place by seniority, or by appointment, in the following proportion:

The superior officers (Admirals) shall be in the choice of the chief consul.

The Captains of ships (of the line) shall be appointed one fourth by seniority, and three-fourths by the chief consul.

Captains of frigates, one-half by seniority, one half by choice.

Lieutenants, three-fourths by seniority, one-fourth by choice.

Midshipmen, seven-eighths by seniority, one eighth by choice. No

A.D. No person can be promoted a step without being two
1799 years in the preceding.

No midshipman to be appointed without having been four years in naval employment, or two years entirely active service by sea.

Distinguished actions are not subject to these conditions, &c.

In the month of November the commission assembled by order of the Consulate, to deliberate upon the question—“Whether it be proper to establish a Board of Admiralty in France?”—decided unanimously in the affirmative.

The grounds of this decision are here given at length :

1st. That the two fundamental divisions of the service of the marine, and the colonies, the military and administrative departments, require talents and information, particularly appropriated to each. That the knowledge necessary for each ought to be almost constantly combined, in order to produce any good consequence ; and that from the union of men well skilled in these two branches of service, may be expected a greater number of useful ideas than any individual has either time or power to conceive ; and likewise such combinations in the application of those ideas as will prevent the improvement of one branch of the service from retarding the improvement or developement of the other.

2d. That as instability to the plans of service, the mode of administration, laws, and regulations in the choice of officers, has been one of the principal causes of the defeats of the navy, and the disasters of our colonies, a contrary effect ought to be expected from an order of things, guaranteeing permanence of views ; regularity of operation ; maturity of reflection, and impartial justice, constituting an abundant source of security and emulation for individuals.

3d. That the calculation of the funds necessary for the navy ; their proper employment ; their exact distribution ; integrity in the examination of contracts ; providence in the collecting of stores ; the just application of the resources to the necessities ; the superintendance of the employment of the materials, as well as an attention to the execution of the labour, and every thing connected with order and economy, and the improvement of the naval art, are the necessary and incontestible consequences of the establishment of a board of admiralty.

4th.

4. That as this establishment will subdivide among several persons having the same end in view, and actuated by the same spirit; the examination of plans; the collection of materials, the details of execution, and the signing of orders and dispatches, all which devolve at present on one individual; the necessary result must be concert, precision and dispatch in every operation. A.D. 1799

5. That by means of the consideration and confidence which such a board must create in the public opinion, it is possible to engraft on the marine certain parts of the judicial order, which, from their connection with the discipline of the fleet, the security of the arsenals, and the great maritime and commercial interests of the Republic, ought to be under the immediate superintendence of a branch of the executive authority, having at its special jurisdiction the department of the marine and colonies. Having agreed upon a principle, that there ought to be a board of admiralty in France, the commission, agreeable to the will of the consuls, has next directed its attention to the basis of such an establishment. It so much the more zealously applied itself to this labour, as it was not ignorant that this principle, capable of producing great advantages, should the admiralty be organized, according to the ideas of the commission, would produce none at all, and in fact would prove rather injurious than useful, if it confined itself to multiplying the wheels of the naval machine, without completely retempering the main spring.

The commission has carefully investigated the different institutions of the English marine, and the administrative systems of other foreign nations. It thinks that France ought, like England, to give the president of the board of admiralty, who alone communicates with the executive authority, sufficient influence and power to prevent deliberative bodies from at any time impeding the rapid progress of government in circumstances which demand rapidity, and likewise to prevent the divulging of its secrets.

Every part of the draught which follows has accordingly been modelled with the positive intention of promoting order, economy, the improvement of existing institutions, stability of determination, and in short all the advantages which must necessarily and incontestibly arise from the union of talents and inclinations, with the energy and secrecy which

A. D. 1799 which certain measures require, and which the unity of the assent and the action can alone guarantee.

The mode of organization which the commission has unanimously adopted, and which it is now to propose, is the one, which after mature examination, appears to unite all these advantages. This system likewise tends to give the supreme maritime authority that preponderance and dignity requisite, for exciting emulation, and restoring the marine to its former lustre and glory. It should be added, that this system of maritime administration can alone oppose an insurmountable barrier to abuse, and the effects of intrigue and favour.

The commission has not turned its attention to the salaries which ought to be allowed to the president, the other members, and the secretary of this board. That object, it was of opinion, would better form part of the plan or organization for the admiralty.

ARTICLE 1st.

There shall be established a board of admiralty in France.

2d. This board shall be composed of a president, six members, and a secretary, to be appointed by the executive government.

3d. The president shall directly communicate with the executive authority, receive its orders, and lay them before the board.

4th. Every question before the board shall be determined by a majority of votes: the president shall have three votes, except in the cases specified in the 6th and 7th articles, in which he shall have no more than one.

5th. The powers vested in the board shall be the same as those at present exercised by the minister of marine and colonies.

6th. The board shall be the only tribunal of appeal. All sentences passed by naval and military courts-martial, and all other courts instituted, or to be instituted for trying offences committed in the ports and naval arsenals, in the bay and aboard all ships of war.

7th. It shall determine in the last resort all causes relative to naval prizes.

8th. The executive authority shall appoint a commissary and two lawyers, to assist the board in the cases specified in the 6th and 7th articles.

9th.

9th. According to the decision of the board of admiralty, and except in the cases stated in the following article, two members shall sign, and the secretary shall countersign the instructions, orders, and dispatches relative to all the military, the judicial, scientific, administrative, economical, or medical operations, in the service of the marine or colonies; brevets and commissions of every kind; plans, accounts, and warrants, of the general and subordinate treasurers. A.D. 1799

10th. When especially authorized by the executive authority, the president shall singly sign the instructions given to the commanding or inferior officers of the fleets, squadrons, or single ships of war, to the military or civil agents of the executive authority in the colonies; and commissions for the temporary exercise of any rank or office.

11th. The board of admiralty shall organize the officers of the central administration of the marine and colonies; and appoint the principal and inferior officers in that department.

12th. The board of admiralty shall annually cause all the ports, and the different branches of service in each port, to be inspected by delegates chosen out of the board itself.

13th. It may cause every thing connected with its powers in the colonies to be inspected by temporary delegates not belonging to the board.

14th. The members of the board may be appointed by the executive authority to the command of fleets; in this case their functions, as members of the board of admiralty, shall be suspended; but they shall resume them on their return.

15th. The number of the members of the board of admiralty assembled at the seat of government, can never be less than five.

16th. The general and particular officers, and all officers commanding fleets, squadrons, divisions, or vessels of the Republic, shall render a direct account of their navigation to the admiralty on their return, or on their going into any port, and on all occasions during their cruise; when the informations which they may have procured at sea shall be of such importance as to require to be transmitted.

17th. All the captains of privateers, and merchant ships, shall transmit the like accounts to the admiralty on their

A.D. 1799 their return to the Republic during their stay in foreign ports, and on every opportunity during their voyage, if circumstances require them to dispatch information.

18th. All the directors of the customs shall likewise render an account without delay of the naval stores and commodities which may arrive in their districts from foreign countries, and make the same known to the proprietors or consignees of the said stores and merchandize.

19th. All letters, dispatches, and accounts, formerly addressed to the minister of marine and the colonies, shall be addressed to the board of admiralty, with the exception of directing by this second superscription to the president alone, communications respecting the marine and colonies, invalids, and prices, bargains, and contracts of every kind; negotiations, and demands for money, with the modes of application, and warrants of payment, grants of leave of absence, letters of marque, and generally every thing connected with commerce, fisheries, naval discipline, the execution of the laws, and the improvement of naval institutions. These signatures are indispensable to give effect to the orders or dispatches, which, according to the 10th article, cannot be opened but by their president.

(Signed)
PARIS, 6th Frimaire,
8th year.

BRUIX,
THEVENARD,
LEGER,
HARAN,
DUMAVOIR LEPELLEY,
SANE,
T. F. GAUZIN,
GAUTHEAUME,
FROC. LABOULAYE.

Several very interesting causes were tried this year in the Court of Admiralty, which may be considered useful for the information of sea officers, especially the judgement of Sir William Scott on the right of searching neutral convoys by belligerent powers.

In January it was decided that ships captured, although commissioned and armed, having a cargo on board, the captors are not entitled to head money.*

* See Admiralty Reports, Vol. I. 157.

A.D.

1799

*Cause of a Capture made by the Crews of King's Ships,
stationed at the Island of Marcou.*

The REBECKAH, Thomson master.

This was a question of interest on the capture of a vessel made from the island of St. Marcou, whether it should be condemned as a Droit of Admiralty or to the captor.

For the Admiralty, the Adv. of the Admiralty and Laurence.—The circumstances of the capture are: That this vessel, in putting into St. Marcou for safety, was fired at from the fort, and immediately struck her colours: That she continued to ride there a whole day before possession was taken; that it was at last taken by a boat's crew coming off from the fort.

These facts, it is presumed, are sufficient to establish the claim of the admiralty, as the law gives the benefit of all captures made in roadsteads, creeks, or havens, and on anchorage ground, to the lord high admiral, as his *peculium*.

The case of the * Trautmansdorff, in which the Lords decided against the claims of the admiralty, differs materially from the present, as that capture was made in the open sea, off the bold shore of St. Helena; it was, besides, doubtful in what manner possession was first taken; whether by a boat from the Powerful, or by the act of firing a shot from the fort. In this case it is not disputed that the surrender was made to the fort long before any boat went off to take possession. In a case of a capture made by the Garrison of Gibraltar, the Nostra Signora del Carmen,† it was condemned as a Droit of Admiralty. In this case it is an additional circumstance in favour of the claim of the admiralty, that the island of St. Marcou is certified to be peculiarly under the direction of the admiralty; on these grounds, it is submitted, the prize is to be condemned as a Droit of Admiralty.

For the Captors, the King's Adv. and Arnold—In this case there had been a mistake in praying condemnation to

* Lords, Aug. 1st. 1795.

† The Nostra Signora del Carmen, Bregnante, master, laden with wine and oil, seized in the harbour of Gibraltar, by order of Colonel Roger Elliot, lieutenant governor; "ship and cargo condemned to the lord high admiral as perquisites of admiralty.—Adm. June 25, 1708.

A.D. 1799 the crown; but it has been rectified, and the individual captors are now the parties before the court. Against either, the admiralty can have no claim. The capture was made by naval officers, in their naval character; and therefore, *prima facie*, it is acquired to the king, and through him to the actual captors. The proof therefore must lie with the admiralty to take this case out of the general rule. But the asserted facts are not established by the evidence. It is by no means proved that the vessel was at anchor at the time of capture, as it is rather intimated by the expressions of the witnesses, that she struck her colours before she came to an anchor. If there was, however, proof of that fact, it by no means follows that this capture would be to be considered as a Droit of Admiralty: there is no pretence to say that the place of capture was a port or haven: it is merely a streight running between the island and the French coast; is rather an anchorage ground off the island of St. Marcou, than a port or haven within its limits. By the decision of the Trautmansdorff it is clearly settled, that an intention to come in is not sufficient; there must be an actual coming in to support the claim of the admiralty. No such thing is proved in this case; and, therefore, the condemnation must pass in favour of the actual captors."

Judgment.

"Sir *W. Scott*—The general question arises upon the capture of a vessel at the isle of Marcou, effected with considerable exertions of gallantry and perseverance by the crews of the *Sand-Fly* and *Badger*, stationed in and near that little island; and it is a question of interest between the lord high admiral, or, as in modern times it is more usually expressed, the king in his office of admiralty, representing that great officer, and the naval captors standing upon the general claim of prize, under the proclamation and the prize acts of parliament.

"The rights of the lord high admiral are of great antiquity and splendour; and are entitled to great attention and respect; and certainly to full as much in this court as in any other place where they can possibly come under consideration. At the same time it is not to be understood that an extension of these rights beyond their absolute limits is to be favoured by construction; they are parts and parcels of the ancient rights of the crown communicated by former grants to that great officer, under a
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very different state and administration of his office from that which now exists in practice. A.D. 1799

“ All grants of the crown are to be strictly construed against the grantee, contrary to the usual policy of the law in the consideration of grants; and upon this just ground, that the prerogatives and rights and emoluments of the crown being conferred upon it for great purposes, and for the public use, it shall not be intended that such prerogatives, rights, and emoluments, are diminished by any grant, beyond what such grant by necessary and unavoidable construction shall take away. It is not improper for me to add, that the particular circumstances of the present case, which imply great merit of active exertion on the part of the captors, would certainly not dispose the court to lose sight of this general rule in considering this question of interest.

“ The grant to the lord high admiral (evidenced as it is by the orders in council of 1665,* and by the subsisting practice,)

* The following is a correct copy of those orders :

At a council held at Worcester-house, the 6th of March, 1665-6.

PRESENT.

The King's most Excellent Majesty,
His Royal Highness the Duke of York,
His Highness Prince Rupert,
Lord Chancellor,
Duke of Albemarle,
Earl of Lauderdale,
Lord Fitzharding,
Lord Arlington,
Lord Berkeley,
Lord Ashley,
Mr. Secretary Morrice,
Sir William Coventry.

Whereas through the long intermission of any war at sea, by his Majesty's authority, several doubts have arisen concerning certain rights of the lord high admiral in time of hostility, the determination whereof appearing very necessary for the direction, as well of his Majesty's officers as of those of the lord high admiral; upon full hearing and debate of the particulars hereafter mentioned, the king's council, learned in the common law, and likewise the judge of the high court of admiralty, and those of his Majesty's and his Royal Highness the lord high admiral's counsel, in the said high court of admiralty, being present, his Majesty, present in counsel, was pleased to declare.

1st. That all ships and goods belonging to enemies, coming into any port, creek, or road, of this his Majesty's kingdom of England or of Ireland, by stress of weather, or other accident, or by mistake of port, or by ignorance, not knowing of the war, do belong to the

A. D. practice,) gives him the benefit of all captures by whomsoever made, whether commissioned or noncommissioned persons, under certain circumstances of situation and locality—that is, “*of all ships and goods coming into ports, creeks, or roads of England or Ireland, unless they come in voluntarily upon revolt, or are driven in by the king’s cruisers.*” Usage hath construed this to include ships and goods already come into ports, creeks, or roads, and these not only of England and Ireland, but of all the dominions thereunto belonging. But I can by no means agree to the position that has been laid down, that wherever a ship can find anchorage-ground, there is a road or roadstead within the meaning of this grant. For if that were so, the lord high admiral would be entitled to all captures made within a moderate distance of most parts of the coasts of England and Ireland, and the foreign dominions belonging to them; which, assuredly is not the case; for who would say, that if a ship at anchor in the channel of Dover is seized by a commissioned cruiser, the admiral is entitled? Every anchorage ground is not a roadstead—a roadstead is a known general station for ships, *statio tutissima nautis*, notoriously used as such, and distinguished by the name, and not every spot where an anchor will find bottom and fix itself. The very expression of “coming into a road” shews, that by road is meant something much beyond mere anchorage-ground on an open coast. When it was laid down in the Trautmanndorff, that it was not necessary that the ship should be actually entered, and that it was enough if she was *in ipsis faucibus* of the port, creek, or road, it is evident that the words, ports, creeks, or roads, have a signification inti-

the lord high admiral; but such as shall voluntarily come in, either men of war or merchantmen, upon revolt from the enemy, and such as shall be driven in, and forced into port by the king’s men of war, and also such ships as shall be seized in any of the ports, creeks, or roads, of this kingdom, or of Ireland, before any declaration of war or reprisals by his Majesty, do belong unto his Majesty.

2d. That enemies’ ships and goods casually met at sea, and seized by any vessel not commissioned, do belong to the lord high admiral.

3d. That salvage belongs to the lord high admiral for all ships rescued.

4th. That all ships forsaken by the company belonging to them are the lord high admiral’s, unless a ship commissioned have given the occasion to such dereliction, and the ship so left be seized by such ship pursuing, or by some other ship commissioned, then in the same company, and in pursuit of the enemy; and the like is to be understood of any goods thrown out of any ship pursued.

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mating certain known receptacles of ships, more or less A.D.
protected by points and headlands, and marked out by li- 1799
mits, and resorted to as places of safety.

“ How far St. Marcou has a road that will at all satisfy this description, may be questioned. The witnesses talk of a road, it is true; but it should seem that these small and barren rocks enclose no portion of the sea that can be strictly so considered. It is a pretty open streight running between them and the coast of France, where ships may ride as they may do in other open parts of the French coast. It might likewise admit of a question, how far such a mere naval station, without inhabitants, and without government, either civil or military, as in truth it is, and merely occupied for the temporary convenience of these gun-vessels and their crews, is so far a recognised possession of the crown of England as to come within the intention of the grant, which, according to the letter and my apprehension of its meaning, cannot travel beyond the ports, creeks, and roads of England and Ireland, and the dominions thereunto belonging.

“ Laying these questions, however, out of the case, the first question that will occur applies to the time of the capture, whether that is to be dated from the actual taking possession, or the previous striking of the colours; and I think that the striking of the colours is to be deemed the real *deditio*. If the French had succeeded in their attempt to defeat that surrender, then the actual final taking of possession must have been alone considered. But as that attempt failed, I am of opinion that the act of formal submission having never been effectively discontinued, must be deemed the consummation of the capture; and if so, the next question will be, where the vessel was at the time that this act took place? And this is proved to have been, “ when she was about to go into the road to anchor there;” for such is the expression of the witness upon the third interrogatory,* which points more immediately to the place of capture, although on the 29th, which is pointed only to the general course of the vessel upon her voyage, he says, “ She put into the road there.” The second witness describes her merely “ as passing by the isle of Marcou at the time,” and the third says, in the language of the first, that “ she was about to go into the road to anchor there.” Clearly, by all their descriptions, she had not

A. D. 1799 entered the road, and she was under sail at the time she struck her colours. In point of locality, then, the claim of the admiralty is not founded, for she was not *in ipsis faucibus*; she was about to enter, but was not actually entering, and that is the point at which the admiralty-right commences.

“ The claim, therefore, of the admiralty must be supported, if at all, upon the other ground, *viz.* that this was a capture made from the land, and by a land force, and therefore not a maritime capture, by persons commissioned to take for their own benefit—and I think it is proved that the striking of the colours was compelled by a firing from the shore, and that a boat was sent from thence to take possession. Now upon this subject I entirely accede to what has been laid down, that a capture at sea made by a force upon the land (which is a case certainly possible, though not frequent) is considered generally as a non-commissioned capture, and enures to the benefit of the lord high admiral. Thus, if a ship of the enemy was compelled to strike by a firing from the castle of Dover, or other garrisoned fortress upon the land, that ship would be a droit of admiralty, and the garrison must be content to take a reward from the bounty of the admiralty, and not a prize-interest under the king’s proclamation. All title to sea-prize must be derived from commissions under the admiralty, which is the great fountain of maritime authority; and a military force upon the land is not invested with any commission so derived, impressing upon them a maritime character, and authorising them to take upon that element for their own benefit. I likewise think, cases may occur, in which naval persons, having a real authority to take upon the sea for their own advantage, might yet entitle the admiralty, and not themselves, by a capture made upon the sea by the use of a force stationed upon the land. Suppose the crew, or part of the crew, of a man of war were landed, and descried a ship of the enemy at sea, and that they took possession of any battery or fort upon the shore, such as may be met with in many parts of the coast, and by means of such battery or fort compelled such a ship to strike; I have no doubt that such a capture, though made by persons having naval commissions, yet being made by means of a force upon the land, which they employed accidentally, and without any right under

under their commission, would be a droit of admiralty, and nothing more; and therefore I do not think it quite enough to say that the persons here were naval commissioned persons, and consequently entitled to the benefit of all property taken upon the sea. But I think that the peculiar nature and quality of the place where the capture was effected, is to be added to the consideration. What is St. Marcou? It is stiled a garrison and a fort by one or two witnesses, but inaccurately; for it is certified by the commander in chief, that there is no garrison nor any military establishment whatever; it is a mere naval station, used for the temporary accommodation of the crews of these ships of war. There is not a person upon it who is not borne upon the ship's books, and who is not a part of their crews; they have the ship's pay; the ship's victuals; and the ship's officers to command them; the blockhouses which they have constructed are mounted with their own ship-guns, with the addition of a few spare guns otherwise procured. The whole force, such as it is, upon this little spot, is entirely subservient to these vessels, and for their use, and for no other purpose, as the certificates declare. Such a place, so selected and so employed, is hardly to be considered as any thing else than as a part or appendage of the naval force; it is a sort of stationary tender, rather attached to and dependent upon these vessels, than having the vessels attached to and dependent upon it. This peculiar character of the place distinguishes it most essentially from the case of a land fortress possessed by a military garrison. The capture then was effected by naval commissioned persons, using a force immediately subject to their use; and from its peculiar circumstances sufficiently naval in itself to be distinguished from an ordinary land force, subject to military persons. It is a maritime capture, effected regularly by a maritime force, and in a spot where the right of the admiralty had not yet commenced upon the thing itself at the time of the surrender. And upon these grounds I shall pronounce for the claim of prize, under the king's proclamation and the prize acts."

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Sir WILLIAM SCOTT'S Judgment on the Right to search neutral Vessels; decided in the Cause of Captain Lawford, Commander of a Squadron of his Majesty's Ships, for detaining and bringing into the Downs, a Swedish Frigate, and her Convoy, in January, 1798; laden with Pitch, Tar, Hemp, Deals and Iron.

“ THIS ship was taken in the British channel, in company with several other Swedish vessels, sailing under convoy of a Swedish frigate, having cargoes of naval stores, and other produce of Sweden on board, by a British Squadron, under the command of Commodore Lawford.

“ The facts attending the capture did not sufficiently appear to the court upon the original evidence; it therefore directed further information to be supplied, and by both parties.

“ The additional information now brought in consists of several attestations made on the part of the captors, and of a copy of the instructions under which the Swedish frigate sailed, transmitted to the king's proctor from the office of the British secretary of state for the foreign department. On the part of the Swedes, some attestations and certificates have been introduced, but all of them applying to collateral matter, none relating immediately to the facts of the capture. On this evidence the court has to determine this most important question; for its importance is very sensibly felt by the court. I have, therefore, taken some time to weigh the matter maturely; I should regret much, if that delay has produced any private inconvenience; but I am not conscious (attending to the numerous other weighty causes, that daily press upon the attention of the court,) that I have interpolated more time in forming my judgment than was fairly due to the importance of the question, and to the magnitude of the interests involved in it.

“ In forming that judgment, I trust that it has not escaped my anxious recollection for one moment, what it is that the duty of my station calls for from me;—namely, to consider myself as stationed here, not to deliver occasional and shifting opinions to serve present purposes of particular

particular national interest, but to administer with indifference that justice which the law of nations hold out, without distinction to independent states, some happening to be neutral, some to be belligerent. The seat of judicial authority is, indeed, locally here, in the belligerent country, according to the known law and practice of nations; but the law itself has no locality. It is the duty of the person who sits here to determine this question, exactly as he would determine the same question if sitting at Stockholm; to assert no pretensions on the part of Great Britain, which he would not allow to Sweden in the same circumstances, and to impose no duties on Sweden, as a neutral country, which he would not admit to belong to Great-Britain, in the same character. If, therefore, I mistake the law in this matter, I mistake that which I consider, and which I mean should be considered, as the universal law upon the question; a question regarding one of the most important rights of belligerent nations relatively to neutrals.

“The only special considerations which I shall notice in favour of Great Britain (and which I am entirely desirous of allowing to Sweden in the same or similar circumstances) is, that the nature of the present war, does give this country the rights of war, relatively to neutral states, in as large a measure as they have been regularly and legally exercised, at any period of modern and civilized times. Whether I estimate the nature of the war justly, I leave to the judgment of Europe, when I declare that I consider this as a war in which neutral states themselves have an interest much more direct and substantial than they have in the ordinary, limited, and private quarrels (if I may so call them) of Great Britain and its great public enemy. That I have a right to advert to such considerations, provided it be done with sobriety and truth, cannot, I think, reasonably be doubted—and if authority is required, I have authority—and not the less weighty in this question for being Swedish authority—I mean the opinion of that distinguished person, one of the most distinguished which that country (fertile as it has been of eminent men) has ever produced, I mean Baron Puffendorff; the passage to which I allude is to be found in a note of Barbeyrac's, on his larger work *L. viii. c. 6. §. 8.*—Puffendorff had been consulted in the beginning of the present century, when

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A.D. 1799 when England and other states were engaged in the confederacy against Louis XIV. by a lawyer upon the continent, Groningius, who was desirous of supporting the claims of neutral commerce, in a treatise which he was then projecting. Puffendorff concludes his answer to him in these words:

"I am not surprized that the northern powers should consult the general interests of all Europe, without regard to the complaints of some greedy merchants, who care not how things go, provided they can but satisfy their thirst of gain. Those princes wisely judge that it would not become them to take precipitate measures whilst other nations are combining their whole force to reduce within bounds an insolent and exorbitant power which threatens Europe with slavery, and the protestant religion with destruction. This being the interest of the northern crowns themselves, it is neither just nor necessary that, for the present advantage, they should interrupt so salutary a design, especially as they are at no expence in the affair, and run no hazard." In the opinion, then, of this wise and virtuous Swede, the nature and purpose of a war was not entirely to be omitted in the consideration of the warrantable exercise of its rights, relatively to neutral states.—His words are memorable:—I do not over-rate their importance, when I pronounce them to be well entitled to the attention of his country.

"It might likewise be improper for me to pass entirely without notice, as another preliminary observation, (though without meaning to lay any particular stress upon it,) that the transaction in question took place in the British channel, close upon the British coast, a station over which the crown of England has, from pretty remote antiquity, always asserted something of that special jurisdiction which the sovereigns of other countries have claimed and exercised over certain parts of the seas adjoining to their coast."

"In considering the case, I think it will be adviseable for me, first to state, the facts as they appear in the evidence; secondly, to lay down the principles of law which apply generally to such a state of facts; thirdly, to examine whether any special circumstances attended the transaction in any part of it, which ought, in any manner, or degree, to affect the application of these principles."

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“ The facts of the capture are to be learnt only from A.D. the captors; for, as I have observed, the claimants have 1799 been entirely silent about them, and that silence gives the strongest confirmation to the truth of the accounts delivered by the captors.

“ The attestation of Captain Lawford introduces and verifies his log-book, in which it is stated, that after the meeting of the fleets, he sent an officer on board the frigate to enquire about the cargoes and destination of the merchantmen, and was answered, “ that they were Swedes, bound to different ports in the Mediterranean, laden with hemp, iron, pitch, and tar.” Upon doubts which Captain Lawford entertained respecting the conduct he should hold in a situation of some delicacy, he dispatched immediately a messenger to the admiralty, keeping the convoy in his view; and having received orders from the admiralty, by the return of his messenger, to detain these merchant ships, and carry them into the nearest English port, he sent Sir Charles Lindsay, and Captain Raper to communicate them in the civilest terms to the Swedish commodore; who shewed his instructions to repel force by force, if any attempt was made to board the convoy, and declared that he should defend them to the last. The crew of the Swedish frigate were immediately at quarters, matches lighted, and every preparation made for an obstinate resistance; and the signal was made on board the British squadron to prepare for battle. In the night, possession was taken of most of the vessels; the Swedish frigate making many movements, which were narrowly watched by the Romney, keeping close under his lee, lower deck guns run out, and every man at his quarters. In the morning the Swedish frigate hoisted out an armed boat, and sent on board one of the vessels which had been taken possession of, and took out by force the British officer who had been left on board, and carried him on board the frigate, where he was detained. The Swedish commander sent an officer of his own on board Captain Lawford to complain that he had taken advantage of the night to get possession of his convoy, which was unobserved by him, or he should assuredly have defended them to the last. Upon further conference and representation of the impracticability of resistance to such a superior force, he at length agreed to go into Margate Roads, and returned the British

A.D. 1799 British officer who had been taken out and detained on board the frigate. After the arrival in Margate Roads, he lamented that he had not exchanged broadsides; said that he did not consider his convoy as detained, and should resist any further attempt to take possession of them.

“ Captain Raper states, that on going on board the Swedish frigate, he found all the men at their quarters, and the ship clear for action; that the commodore shewed his orders and expressed his firm determination to carry them into execution. Captain Lawford sent a boat with an officer on board several of the convoy, to desire they would follow into Margate Roads; their answer was, they would obey no one but their own commodore.

“ Lieutenant M'Dougal describes in like terms the menacing appearance and motions of the Swedish frigate.— He was sent to take possession of vessels which would not bring-to without firing at them. On his going on board one of them, the master declared that he had orders from his commodore not to give up the possession of her to any person whatever, and repeatedly drove away by force the British mariner, who, by his order, took possession of the helm.

“ Mr. Cockraft is another witness to the same effect, and Mr. Candish, the officer who was taken by force out of the Swedish merchantman. Expressions of strong reproach against the proceedings of the English, were addressed to him, and the commodore protested, that if he had not been surprised, he would have defended his convoy to the last.

“ What then do these attestations (uncontradicted attestations) prove? To my apprehension they prove most clearly these facts—That a large number of vessels, connected all together with each other, and with a frigate which convoyed them, being bound to different ports in the Mediterranean, some declared to be enemy's ports and others not, with cargoes consisting, amongst other things, of naval stores, were met with, close upon the British coast, by his Britannic Majesty's cruisers; that a continued resistance was given by the frigate to the act of boarding any of these vessels by the British cruisers, and that extreme violence was threatened in order to prevent it; and that the violence was prevented from proceeding to extremities, only by the superior British force which overawed it; that the
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act being effected in the night, by the prudence of the A. D. British commander, the purpose of hostile resistance, so 1799 far from being disavowed, was maintained to the last, and complaint made that it had been eluded by a stratagem of the night—that a forcible recapture of one vessel took place, and a forcible capture and detention of one British officer who was on board her, and who, as I understand the evidence, was not released till the superiority of the British force had awed this Swedish frigate into something of a stipulated submission.

“ So far go the general facts.—But all this, it is said, might be ignorance or perverseness of the Swedish officer of the frigate—the folly or the fault of the individual alone. This suggestion is contradicted by Mr. Raper’s log-book, which proves that the merchantmen refused to admit the British officers on board, and declared that they would obey nobody but their own commodore ; a fact to which Mr. McDougal likewise bears testimony. It is contradicted still more forcibly by the two sets of instructions, those belonging to the frigate, and those belonging to the merchant vessels. The latter have been brought into court by themselves, and of the authenticity of the former, there is no reasonable doubt ; for they are transmitted to me upon the faith of one of the great public offices of the British government, and no person disavows them, and indeed nobody can disavow them, because they were produced by the Swedish captain, who made no secret whatever of their contents. Something of a complaint has been indulged, that the orders from the British admiralty have not been produced ; a singular complaint, considering that they were never called for by the claimants, and they were not ordered by the court ; because if the act of the captors was illegal, the orders of the admiralty would not justify it ; and the want of orders would not vitiate, if the act was legal. No mystery, however, was made about these ; for the communication of orders and instructions was mutual and unreserved. It is said that the instructions to the frigate are intended only against cruizers of Tripoli, and an affidavit has been brought in, to shew that that government had begun hostilities against the Swedes. The language, however, of these instructions is as universal as language possibly can be ; it is pointed against the “ fleets of any nation whatever.” It is, however, said, that this was merely to avoid giving offence to the Tripoline government. But is the Tripoline govern-
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A. D. ment the only government whose delicacy is to be con-
 1799 sulted in such matters? Are terms to be used alarming to every other state, merely to save appearances with a government which, they alledge in the affidavit referred to, had already engaged in unjust hostility against them? There is, however, no necessity for me to notice this suggestion very particularly, and for this plain reason, that it is merely a suggestion neither proved nor attempted to be proved in any manner whatever; and the *res gesta* completely proves the fact to be otherwise, because it is clear that if it had been so, the commander of the frigate must have had most explicit instructions to that effect. They could never have put such general instructions on board, meaning that they should be limited in their application to one particular state, without accompanying them with an explanation, either verbal or written, which it was impossible for him to misunderstand. Such explanation was the master-key which they must have provided for his private use: whereas nothing can be more certain than that he had been left without any such restrictive instructions; he therefore acts, as any other man would do, upon the natural sense and meaning of the only instructions he had received. On this part of the case, therefore, the question is, What is it that these general instructions purport?

“ The terms of the instructions are these—they are incapable of being misunderstood: “ In case the commander should meet with any ships of war of other nations, one or more of any fleet whatever, then the commander is to treat them with all possible friendship, and not to give any occasion of enmity; but if you meet with a foreign armed vessel, which should be desirous of having further assurance, that your frigate belongs to the king of Sweden, then the commander is by the Swedish flag, and salute, to make known that it is so; or if they would make any search amongst the merchant vessels under your convoy, which ought to be endeavoured to be prevented as much as possible, then the commander is, in case such thing should be insisted upon, and that remonstrances could not be amicably made, and that notwithstanding your amicable comportment, the merchant ships should nevertheless be violently attacked, then violence must be opposed against violence.” Removing mere civility of expression, what is the real import of these instructions? Neither more nor less than this, according to my apprehension:

hension;—"If you meet with the cruizers of the belligerent states, and they express an intention of visiting and searching the merchant ships, you are to *talk* them out of their purpose if you can; and if you can't, you are to *fight* them out of it." That is the plain English, and I presume, the plain Swedish of the matter.

"Were these instructions confined to the frigate, or were they accepted and acted upon by the merchantmen? That they were acted upon is already shewn in the affidavits which I have stated; that they were deliberately accepted, appears from their own instructions, which exactly tally with them. These instructions declare in express terms, "that all merchant ships, during the time they are under convoy of his Majesty's ships, are earnestly forbidden *to suffer the boats of any foreign nation to board them for the sake of visitation or searching*; but in case such boats shew an intention of coming along-side, the merchant ships are to sheer from them." It appears from the attestation that the obedience of these merchantmen outran the letter of their instructions.

"Whatever then was done upon this occasion was not done by the unadvised rashness of one individual; but it was an instructed and premeditated act—an act common to all the parties concerned it; and of which every part belongs to all; and for which all the parties, being associated with one common intent, are legally and equitably answerable.

"This being the *actual* state of the fact, it is proper for me to examine; secondly, what is their legal state, or in other words, to what considerations they are justly subject according to the law of nations; for which purpose I state a few principles of that system of law which I take to be incontrovertible.

1st, "That the right of visiting and searching merchant ships upon the high seas, whatever be the ships, whatever be the cargoes, whatever be the destinations, is an incontestible right of the lawfully commissioned cruizers of a belligerent nation. I say, be the ships, the cargoes, and the destinations what they may, because, till they are visited and searched, it does not appear what the ships, or the cargoes, or the destinations are; and it is for the purpose of ascertaining these points that the necessity of this right of visitation and search exists. This right is so clear in principle,

A.D. 1799 ciple, that no man can deny it who admits the legality of maritime capture; because if you are not at liberty to ascertain by sufficient enquiry, whether there is property that can be legally captured, it is impossible to capture. Even those who contend for the inadmissible rule, that *free ships make free goods*, must admit the exercise of this right, at least for the purpose of ascertaining whether the ships are free ships or not. The right is equally clear in practice; for practice is uniform and universal upon the subject. The many European treaties which refer to this right, refer to it as pre-existing, and merely regulate the exercise of it. All writers upon the law of nations unanimously acknowledge it, without the exception even of *Hubner* himself, the great champion of neutral privileges. In short, no man in the least degree conversant in subjects of this kind has ever, that I know of, breathed a doubt upon it. The right must unquestionably be exercised with as little of personal harshness, and of vexation in the mode as possible; but soften it as much as you can; it is still a right of force, though of lawful force—something in the nature of civil process, where force is employed, but a lawful force, which cannot lawfully be resisted. For it is a wild conceit, that wherever force is used, it may be forcibly resisted; a lawful force cannot lawfully be resisted. The only case where it can be so in matters of this nature, is in the state of war and conflict between two countries, where one party has a perfect right to attack by force, and the other has an equally perfect right to repel by force. But in the relative situation of two countries at peace with each other, no such conflicting rights can possibly co-exist.

2dly. “ That the authority of the sovereign of the neutral country being interposed in any manner of mere force, cannot legally vary the rights of a lawfully commissioned belligerent cruiser; I say *legally*, because what may be given, or be fit to be given, in the administration of this species of law, to considerations of comity or of national policy, are views of the matter which, sitting in this court, I have no right to entertain. All that I assert is, that *legally* it cannot be maintained, that if a Swedish commissioned cruiser, during the wars of his own country, has a right by the law of nations to visit and examine neutral ships, the King of England, being neutral to Sweden, is authorised by that law to obstruct the exercise of that right,
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with respect to the merchant ships of his country. I add A.D. this, that I cannot but think that if he obstructed it by 1799 force, it would very much resemble (with all due reverence be it spoken) an opposition of illegal violence to legal right. Two sovereigns may unquestionably agree, if they think fit, (as in some late instances they have agreed),* by special covenant, that the presence of one of their armed ships along with their merchant ships shall be mutually understood to imply that nothing is to be found in that convoy of merchant ships inconsistent with amity or neutrality; and if they consent to accept this pledge, no third party has a right to quarrel with it any more than with any other pledge which they may agree mutually to accept. But surely no sovereign can legally compel the acceptance of such a security by mere force. The only security known to the law of nations upon this subject, independent of all special covenant, is the right of personal visitation and search, to be exercised by those who have the interest in making it. I am not ignorant, that amongst the loose doctrines which modern fancy, under the various denominations of philosophy and philanthropy, and I know not what, have thrown upon the world, it has been within these few years advanced, or rather insinuated, that it might possibly be well if such a security were accepted. Upon such unauthorised speculations, it is not necessary for me to descant: the law and practice of nations (I include particularly the practice of Sweden, when it happens to be belligerent) gives them no sort of countenance; and until that law and practice are new modelled in such a way as may surrender the known and ancient rights of some nations to the present convenience of other nations, (which nations may perhaps REMEMBER to *forget* them, when they happen to be themselves belligerent,) no reverence is due to them; they are the elements of that system which, if it is consistent, has for its real purpose an entire abolition of capture in war—that is, in other words, to change the nature of hostility, as it has ever existed amongst mankind, and to introduce a state of things not yet seen in the world, that of a military war and a commercial peace. If it were fit that such a state should be introduced, it is at least ne-

* It is made an article of treaty between America and Holland, 1782; Art. 10. Mart. Tr. vol. ii. p. 255.

A. D. practice,) gives him the benefit of all captures by whomsoever made, whether commissioned or noncommissioned persons, under certain circumstances of situation and locality—that is, “*of all ships and goods coming into ports, creeks, or roads of England or Ireland, unless they come in voluntarily upon revolt, or are driven in by the king’s cruisers.*” Usage hath construed this to include ships and goods already come into ports, creeks, or roads, and these not only of England and Ireland, but of all the dominions thereunto belonging. But I can by no means agree to the position that has been laid down, that wherever a ship can find anchorage-ground, there is a road or roadstead within the meaning of this grant. For if that were so, the lord high admiral would be entitled to all captures made within a moderate distance of most parts of the coasts of England and Ireland, and the foreign dominions belonging to them; which, assuredly is not the case; for who would say, that if a ship at anchor in the channel of Dover is seized by a commissioned cruiser, the admiral is entitled? Every anchorage ground is not a roadstead—a roadstead is a known general station for ships, *statio tutissima nautis*, notoriously used as such, and distinguished by the name, and not every spot where an anchor will find bottom and fix itself. The very expression of “coming into a road” shews, that by road is meant something much beyond mere anchorage-ground on an open coast. When it was laid down in the Trautmanndorff, that it was not necessary that the ship should be actually entered, and that it was enough if she was *in ipsis faucibus* of the port, creek, or road, it is evident that the words, ports, creeks, or roads, have a signification inti-

the lord high admiral; but such as shall voluntarily come in, either men of war or merchantmen, upon revolt from the enemy, and such as shall be driven in, and forced into port by the king’s men of war, and also such ships as shall be seized in any of the ports, creeks, or roads, of this kingdom, or of Ireland, before any declaration of war or reprisals by his Majesty, do belong unto his Majesty.

2d. That enemies’ ships and goods casually met at sea, and seized by any vessel not commissioned, do belong to the lord high admiral.

3d. That salvage belongs to the lord high admiral for all ships rescued.

4th. That all ships forsaken by the company belonging to them are the lord high admiral’s, unless a ship commissioned have given the occasion to such dereliction, and the ship so left be seized by such ship pursuing, or by some other ship commissioned, then in the same company, and in pursuit of the enemy; and the like is to be understood of any goods thrown out of any ship pursued.

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mating certain known receptacles of ships, more or less A.D.
protected by points and headlands, and marked out by li- 1799
mits, and resorted to as places of safety.

“ How far St. Marcou has a road that will at all satisfy this description, may be questioned. The witnesses talk of a road, it is true; but it should seem that these small and barren rocks enclose no portion of the sea that can be strictly so considered. It is a pretty open streight running between them and the coast of France, where ships may ride as they may do in other open parts of the French coast. It might likewise admit of a question, how far such a mere naval station, without inhabitants, and without government, either civil or military, as in truth it is, and merely occupied for the temporary convenience of these gun-vessels and their crews, is so far a recognised possession of the crown of England as to come within the intention of the grant, which, according to the letter and my apprehension of its meaning, cannot travel beyond the ports, creeks, and roads of England and Ireland, and the dominions thereunto belonging.

“ Laying these questions, however, out of the case, the first question that will occur applies to the time of the capture, whether that is to be dated from the actual taking possession, or the previous striking of the colours; and I think that the striking of the colours is to be deemed the real *deditio*. If the French had succeeded in their attempt to defeat that surrender, then the actual final taking of possession must have been alone considered. But as that attempt failed, I am of opinion that the act of formal submission having never been effectively discontinued, must be deemed the consummation of the capture; and if so, the next question will be, where the vessel was at the time that this act took place? And this is proved to have been, “ when she was about to go into the road to anchor there;” for such is the expression of the witness upon the third interrogatory,* which points more immediately to the place of capture, although on the 29th, which is pointed only to the general course of the vessel upon her voyage, he says, “ She put into the road there.” The second witness describes her merely “ as passing by the isle of Marcou at the time,” and the third says, in the language of the first, that “ she was about to go into the road to anchor there.” Clearly, by all their descriptions, she had not

A. D. 1799 entered the road, and she was under sail at the time she struck her colours. In point of locality, then, the claim of the admiralty is not founded, for she was not *in ipsis faucibus*; she was about to enter, but was not actually entering, and that is the point at which the admiralty-right commences.

“ The claim, therefore, of the admiralty must be supported, if at all, upon the other ground, *viz.* that this was a capture made from the land, and by a land force, and therefore not a maritime capture, by persons commissioned to take for their own benefit—and I think it is proved that the striking of the colours was compelled by a firing from the shore, and that a boat was sent from thence to take possession. Now upon this subject I entirely accede to what has been laid down, that a capture at sea made by a force upon the land (which is a case certainly possible, though not frequent) is considered generally as a non-commissioned capture, and enures to the benefit of the lord high admiral. Thus, if a ship of the enemy was compelled to strike by a firing from the castle of Dover, or other garrisoned fortresses upon the land, that ship would be a droit of admiralty, and the garrison must be content to take a reward from the bounty of the admiralty, and not a prize-interest under the king's proclamation. All title to sea-prize must be derived from commissions under the admiralty, which is the great fountain of maritime authority; and a military force upon the land is not invested with any commission so derived, impressing upon them a maritime character, and authorising them to take upon that element for their own benefit. I likewise think, cases may occur, in which naval persons, having a real authority to take upon the sea for their own advantage, might yet entitle the admiralty, and not themselves, by a capture made upon the sea by the use of a force stationed upon the land. Suppose the crew, or part of the crew, of a man of war were landed, and descried a ship of the enemy at sea, and that they took possession of any battery or fort upon the shore, such as may be met with in many parts of the coast, and by means of such battery or fort compelled such a ship to strike; I have no doubt that such a capture, though made by persons having naval commissions, yet being made by means of a force upon the land, which they employed accidentally, and without any right under

under their commission, would be a droit of admiralty, and nothing more; and therefore I do not think it quite enough to say that the persons here were naval commissioned persons, and consequently entitled to the benefit of all property taken upon the sea. But I think that the peculiar nature and quality of the place where the capture was effected, is to be added to the consideration. What is St. Marcou? It is stiled a garrison and a fort by one or two witnesses, but inaccurately; for it is certified by the commander in chief, that there is no garrison nor any military establishment whatever; it is a mere naval station, used for the temporary accommodation of the crews of these ships of war. There is not a person upon it who is not borne upon the ship's books, and who is not a part of their crews; they have the ship's pay; the ship's victuals; and the ship's officers to command them; the blockhouses which they have constructed are mounted with their own ship-guns, with the addition of a few spare guns otherwise procured. The whole force, such as it is, upon this little spot, is entirely subservient to these vessels, and for their use, and for no other purpose, as the certificates declare; Such a place, so selected and so employed, is hardly to be considered as any thing else than as a part or appendage of the naval force; it is a sort of stationary tender, rather attached to and dependent upon these vessels, than having the vessels attached to and dependent upon it. This peculiar character of the place distinguishes it most essentially from the case of a land fortress possessed by a military garrison. The capture then was effected by naval commissioned persons, using a force immediately subject to their use; and from its peculiar circumstances sufficiently naval in itself to be distinguished from an ordinary land force, subject to military persons. It is a maritime capture, effected regularly by a maritime force, and in a spot where the right of the admiralty had not yet commenced upon the thing itself at the time of the surrender. And upon these grounds I shall pronounce for the claim of prize, under the king's proclamation and the prize acts."

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Sir WILLIAM SCOTT'S Judgment on the Right to search neutral Vessels; decided in the Cause of Captain Lawford, Commander of a Squadron of his Majesty's Ships, for detaining and bringing into the Downs, a Swedish Frigate, and her Convoy, in January, 1798; laden with Pitch, Tar, Hemp, Deals and Iron.

“ THIS ship was taken in the British channel, in company with several other Swedish vessels, sailing under convoy of a Swedish frigate, having cargoes of naval stores, and other produce of Sweden on board, by a British Squadron, under the command of Commodore Lawford.

“ The facts attending the capture did not sufficiently appear to the court upon the original evidence; it therefore directed further information to be supplied, and by both parties.

“ The additional information now brought in consists of several attestations made on the part of the captors, and of a copy of the instructions under which the Swedish frigate sailed, transmitted to the king's proctor from the office of the British secretary of state for the foreign department. On the part of the Swedes, some attestations and certificates have been introduced, but all of them applying to collateral matter, none relating immediately to the facts of the capture. On this evidence the court has to determine this most important question; for its importance is very sensibly felt by the court. I have, therefore, taken some time to weigh the matter maturely; I should regret much, if that delay has produced any private inconvenience; but I am not conscious (attending to the numerous other weighty causes, that daily press upon the attention of the court,) that I have interposed more time in forming my judgment than was fairly due to the importance of the question, and to the magnitude of the interests involved in it.

“ In forming that judgment, I trust that it has not escaped my anxious recollection for one moment, what it is that the duty of my station calls for from me;—namely, to consider myself as stationed here, not to deliver occasional and shifting opinions to serve present purposes of particular

particular national interest, but to administer with indifference that justice which the law of nations hold out, without distinction to independent states, some happening to be neutral, some to be belligerent. The seat of judicial authority is, indeed, locally here, in the belligerent country, according to the known law and practice of nations; but the law itself has no locality. It is the duty of the person who sits here to determine this question, exactly as he would determine the same question if sitting at Stockholm; to assert no pretensions on the part of Great Britain, which he would not allow to Sweden in the same circumstances, and to impose no duties on Sweden, as a neutral country, which he would not admit to belong to Great-Britain, in the same character. If, therefore, I mistake the law in this matter, I mistake that which I consider, and which I mean should be considered, as the universal law upon the question; a question regarding one of the most important rights of belligerent nations relatively to neutrals.

“The only special considerations which I shall notice in favour of Great Britain (and which I am entirely desirous of allowing to Sweden in the same or similar circumstances) is, that the nature of the present war, does give this country the rights of war, relatively to neutral states, in as large a measure as they have been regularly and legally exercised, at any period of modern and civilized times. Whether I estimate the nature of the war justly, I leave to the judgment of Europe, when I declare that I consider this as a war in which neutral states themselves have an interest much more direct and substantial than they have in the ordinary, limited, and private quarrels (if I may so call them) of Great Britain and its great public enemy. That I have a right to advert to such considerations, provided it be done with sobriety and truth, cannot, I think, reasonably be doubted—and if authority is required, I have authority—and not the less weighty in this question for being Swedish authority—I mean the opinion of that distinguished person, one of the most distinguished which that country (fertile as it has been of eminent men) has ever produced, I mean Baron Puffendorff; the passage to which I allude is to be found in a note of Barbeyrac’s, on his larger work *L. viii. c. 6. §. 8.*—Puffendorff had been consulted in the beginning of the present century, when

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A.D. 1799 when England and other states were engaged in the confederacy against Louis XIV. by a lawyer upon the continent, Groningius, who was desirous of supporting the claims of neutral commerce, in a treatise which he was then projecting. Puffendorff concludes his answer to him in these words:

"I am not surprized that the northern powers should consult the general interests of all Europe, without regard to the complaints of some greedy merchants, who care not how things go, provided they can but satisfy their thirst of gain. Those princes wisely judge that it would not become them to take precipitate measures whilst other nations are combining their whole force to reduce within bounds an insolent and exorbitant power which threatens Europe with slavery, and the protestant religion with destruction. This being the interest of the northern crowns themselves, it is neither just nor necessary that, for the present advantage, they should interrupt so salutary a design, especially as they are at no expence in the affair, and run no hazard." In the opinion, then, of this wise and virtuous Swede, the nature and purpose of a war was not entirely to be omitted in the consideration of the warrantable exercise of its rights, relatively to neutral states.—His words are memorable:—I do not over-rate their importance, when I pronounce them to be well entitled to the attention of his country.

"It might likewise be improper for me to pass entirely without notice, as another preliminary observation, (though without meaning to lay any particular stress upon it,) that the transaction in question took place in the British channel, close upon the British coast, a station over which the crown of England has, from pretty remote antiquity, always asserted something of that special jurisdiction which the sovereigns of other countries have claimed and exercised over certain parts of the seas adjoining to their coast.

"In considering the case, I think it will be adviseable for me, first to state, the facts as they appear in the evidence; secondly, to lay down the principles of law which apply generally to such a state of facts; thirdly, to examine whether any special circumstances attended the transaction in any part of it, which ought, in any manner, or degree, to affect the application of these principles.

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“ The facts of the capture are to be learnt only from the captors; for, as I have observed, the claimants have been entirely silent about them, and that silence gives the strongest confirmation to the truth of the accounts delivered by the captors. A.D. 1799

“ The attestation of Captain Lawford introduces and verifies his log-book, in which it is stated, that after the meeting of the fleets, he sent an officer on board the frigate to enquire about the cargoes and destination of the merchantmen, and was answered, “ that they were Swedes, bound to different ports in the Mediterranean, laden with hemp, iron, pitch, and tar.” Upon doubts which Captain Lawford entertained respecting the conduct he should hold in a situation of some delicacy, he dispatched immediately a messenger to the admiralty, keeping the convoy in his view; and having received orders from the admiralty, by the return of his messenger, to detain these merchant ships, and carry them into the nearest English port, he sent Sir Charles Lindsay, and Captain Raper to communicate them in the civilest terms to the Swedish commodore; who shewed his instructions to repel force by force, if any attempt was made to board the convoy, and declared that he should defend them to the last. The crew of the Swedish frigate were immediately at quarters, matches lighted, and every preparation made for an obstinate resistance; and the signal was made on board the British squadron to prepare for battle. In the night, possession was taken of most of the vessels; the Swedish frigate making many movements, which were narrowly watched by the Romney, keeping close under his lee, lower deck guns run out, and every man at his quarters. In the morning the Swedish frigate hoisted out an armed boat, and sent on board one of the vessels which had been taken possession of, and took out by force the British officer who had been left on board, and carried him on board the frigate, where he was detained. The Swedish commander sent an officer of his own on board Captain Lawford to complain that he had taken advantage of the night to get possession of his convoy, which was unobserved by him, or he should assuredly have defended them to the last. Upon further conference and representation of the impracticability of resistance to such a superior force, he at length agreed to go into Margate Roads, and returned the British

A.D. 1799 British officer who had been taken out and detained on board the frigate. After the arrival in Margate Roads, he lamented that he had not exchanged broadsides; said that he did not consider his convoy as detained, and should resist any further attempt to take possession of them.

“ Captain Raper states, that on going on board the Swedish frigate, he found all the men at their quarters, and the ship clear for action; that the commodore shewed his orders and expressed his firm determination to carry them into execution. Captain Lawford sent a boat with an officer on board several of the convoy, to desire they would follow into Margate Roads; their answer was, they would obey no one but their own commodore.

“ Lieutenant M'Dougal describes in like terms the menacing appearance and motions of the Swedish frigate.— He was sent to take possession of vessels which would not bring-to without firing at them. On his going on board one of them, the master declared that he had orders from his commodore not to give up the possession of her to any person whatever, and repeatedly drove away by force the British mariner, who, by his order, took possession of the helm.

“ Mr. Cockraft is another witness to the same effect, and Mr. Candish, the officer who was taken by force out of the Swedish merchantman. Expressions of strong reproach against the proceedings of the English, were addressed to him, and the commodore protested, that if he had not been surprised, he would have defended his convoy to the last.

“ What then do these attestations (uncontradicted attestations) prove? To my apprehension they prove most clearly these facts—That a large number of vessels, connected all together with each other, and with a frigate which convoyed them, being bound to different ports in the Mediterranean, some declared to be enemy's ports and others not, with cargoes consisting, amongst other things, of naval stores, were met with, close upon the British coast, by his Britannic Majesty's cruisers; that a continued resistance was given by the frigate to the act of boarding any of these vessels by the British cruisers, and that extreme violence was threatened in order to prevent it; and that the violence was prevented from proceeding to extremities, only by the superior British force which overawed it; that the
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act being effected in the night, by the prudence of the British commander, the purpose of hostile resistance, so far from being disavowed, was maintained to the last, and complaint made that it had been eluded by a stratagem of the night—that a forcible recapture of one vessel took place, and a forcible capture and detention of one British officer who was on board her, and who, as I understand the evidence, was not released till the superiority of the British force had awed this Swedish frigate into something of a stipulated submission.

“ So far go the general facts.—But all this, it is said, might be ignorance or perverseness of the Swedish officer of the frigate—the folly or the fault of the individual alone. This suggestion is contradicted by Mr. Raper’s log-book, which proves that the merchantmen refused to admit the British officers on board, and declared that they would obey nobody but their own commodore ; a fact to which Mr. M’Dougal likewise bears testimony. It is contradicted still more forcibly by the two sets of instructions, those belonging to the frigate, and those belonging to the merchant vessels. The latter have been brought into court by themselves, and of the authenticity of the former, there is no reasonable doubt ; for they are transmitted to me upon the faith of one of the great public offices of the British government, and no person disavows them, and indeed nobody can disavow them, because they were produced by the Swedish captain, who made no secret whatever of their contents. Something of a complaint has been indulged, that the orders from the British admiralty have not been produced ; a singular complaint, considering that they were never called for by the claimants, and they were not ordered by the court ; because if the act of the captors was illegal, the orders of the admiralty would not justify it ; and the want of orders would not vitiate, if the act was legal. No mystery, however, was made about these ; for the communication of orders and instructions was mutual and unreserved. It is said that the instructions to the frigate are intended only against cruizers of Tripoli, and an affidavit has been brought in, to shew that that government had begun hostilities against the Swedes. The language, however, of these instructions is as universal as language possibly can be ; it is pointed against the “ fleets of any nation whatever.” It is, however, said, that this was merely to avoid giving offence to the Tripoline government. But is the Tripoline government

A. D. ment the only government whose delicacy is to be con-
 1799 sulted in such matters? Are terms to be used alarming to every other state, merely to save appearances with a government which, they alledge in the affidavit referred to, had already engaged in unjust hostility against them? There is, however, no necessity for me to notice this suggestion very particularly, and for this plain reason, that it is merely a suggestion neither proved nor attempted to be proved in any manner whatever; and the *res gesta* completely proves the fact to be otherwise, because it is clear that if it had been so, the commander of the frigate must have had most explicit instructions to that effect. They could never have put such general instructions on board, meaning that they should be limited in their application to one particular state, without accompanying them with an explanation, either verbal or written, which it was impossible for him to misunderstand. Such explanation was the master-key which they must have provided for his private use: whereas nothing can be more certain than that he had been left without any such restrictive instructions; he therefore acts, as any other man would do, upon the natural sense and meaning of the only instructions he had received. On this part of the case, therefore, the question is, What is it that these general instructions purport?

“ The terms of the instructions are these—they are incapable of being misunderstood: “ In case the commander should meet with any ships of war of other nations, one or more of any fleet whatever, then the commander is to treat them with all possible friendship, and not to give any occasion of enmity; but if you meet with a foreign armed vessel, which should be desirous of having further assurance, that your frigate belongs to the king of Sweden, then the commander is by the Swedish flag, and salute, to make known that it is so; or if they would make any search amongst the merchant vessels under your convoy, which ought to be endeavoured to be prevented as much as possible, then the commander is, in case such thing should be insisted upon, and that remonstrances could not be amicably made, and that notwithstanding your amicable comportment, the merchant ships should nevertheless be violently attacked, then violence must be opposed against violence.” Removing mere civility of expression, what is the real import of these instructions? Neither more nor less than this, according to my apprehension:

hension;—"If you meet with the cruizers of the belligerent states, and they express an intention of visiting and searching the merchant ships, you are to *talk* them out of their purpose if you can; and if you can't, you are to *fight* them out of it." That is the plain English, and I presume, the plain Swedish of the matter.

"Were these instructions confined to the frigate, or were they accepted and acted upon by the merchantmen? That they were acted upon is already shewn in the affidavits which I have stated; that they were deliberately accepted, appears from their own instructions, which exactly tally with them. These instructions declare in express terms, "that all merchant ships, during the time they are under convoy of his Majesty's ships, are earnestly forbidden *to suffer the boats of any foreign nation to board them for the sake of visitation or searching*; but in case such boats shew an intention of coming along-side, the merchant ships are to sheer from them." It appears from the attestation that the obedience of these merchantmen outran the letter of their instructions.

"Whatever then was done upon this occasion was not done by the unadvised rashness of one individual; but it was an instructed and premeditated act—an act common to all the parties concerned it; and of which every part belongs to all; and for which all the parties, being associated with one common intent, are legally and equitably answerable.

"This being the *actual* state of the fact, it is proper for me to examine; secondly, what is their legal state, or in other words, to what considerations they are justly subject according to the law of nations; for which purpose I state a few principles of that system of law which I take to be incontrovertible.

1st, "That the right of visiting and searching merchant ships upon the high seas, whatever be the ships, whatever be the cargoes, whatever be the destinations, is an incontestible right of the lawfully commissioned cruizers of a belligerent nation. I say, be the ships, the cargoes, and the destinations what they may, because, till they are visited and searched, it does not appear what the ships, or the cargoes, or the destinations are; and it is for the purpose of ascertaining these points that the necessity of this right of visitation and search exists. This right is so clear in principle,

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A.D. 1799 ciple, that no man can deny it who admits the legality of maritime capture; because if you are not at liberty to ascertain by sufficient enquiry, whether there is property that can be legally captured, it is impossible to capture. Even those who contend for the inadmissible rule, that *free ships make free goods*, must admit the exercise of this right, at least for the purpose of ascertaining whether the ships are free ships or not. The right is equally clear in practice; for practice is uniform and universal upon the subject. The many European treaties which refer to this right, refer to it as pre-existing, and merely regulate the exercise of it. All writers upon the law of nations unanimously acknowledge it, without the exception even of *Hubner* himself, the great champion of neutral privileges. In short, no man in the least degree conversant in subjects of this kind has ever, that I know of, breathed a doubt upon it. The right must unquestionably be exercised with as little of personal harshness, and of vexation in the mode as possible; but soften it as much as you can; it is still a right of force, though of lawful force—something in the nature of civil process, where force is employed, but a lawful force, which cannot lawfully be resisted. For it is a wild conceit, that wherever force is used, it may be forcibly resisted; a lawful force cannot lawfully be resisted. The only case where it can be so in matters of this nature, is in the state of war and conflict between two countries, where one party has a perfect right to attack by force, and the other has an equally perfect right to repel by force. But in the relative situation of two countries at peace with each other, no such conflicting rights can possibly co-exist.

2dly. “ That the authority of the sovereign of the neutral country being interposed in any manner of mere force, cannot legally vary the rights of a lawfully commissioned belligerent cruiser; I say *legally*, because what may be given, or be fit to be given, in the administration of this species of law, to considerations of comity or of national policy, are views of the matter which, sitting in this court, I have no right to entertain. All that I assert is, that *legally* it cannot be maintained, that if a Swedish commissioned cruiser, during the wars of his own country, has a right by the law of nations to visit and examine neutral ships, the King of England, being neutral to Sweden, is authorised by that law to obstruct the exercise of that right, with

with respect to the merchant ships of his country. I add A.D. this, that I cannot but think that if he obstructed it by 1799 force, it would very much resemble (with all due reverence be it spoken) an opposition of illegal violence to legal right. Two sovereigns may unquestionably agree, if they think fit, (as in some late instances they have agreed),* by special covenant, that the presence of one of their armed ships along with their merchant ships shall be mutually understood to imply that nothing is to be found in that convoy of merchant ships inconsistent with amity or neutrality; and if they consent to accept this pledge, no third party has a right to quarrel with it any more than with any other pledge which they may agree mutually to accept. But surely no sovereign can legally compel the acceptance of such a security by mere force. The only security known to the law of nations upon this subject, independent of all special covenant, is the right of personal visitation and search, to be exercised by those who have the interest in making it. I am not ignorant, that amongst the loose doctrines which modern fancy, under the various denominations of philosophy and philanthropy, and I know not what, have thrown upon the world, it has been within these few years advanced, or rather insinuated, that it might possibly be well if such a security were accepted. Upon such unauthorised speculations, it is not necessary for me to descant: the law and practice of nations (I include particularly the practice of Sweden, when it happens to be belligerent) gives them no sort of countenance; and until that law and practice are new modelled in such a way as may surrender the known and ancient rights of some nations to the present convenience of other nations, (which nations may perhaps REMEMBER to *forget* them, when they happen to be themselves belligerent,) no reverence is due to them; they are the elements of that system which, if it is consistent, has for its real purpose an entire abolition of capture in war—that is, in other words, to change the nature of hostility, as it has ever existed amongst mankind, and to introduce a state of things not yet seen in the world, that of a military war and a commercial peace. If it were fit that such a state should be introduced, it is at least ne-

* It is made an article of treaty between America and Holland, *art.* 1782; *Art.* 10. *Mart. Tr.* vol. ii. p. 255.

A.D. 1799 necessary that it should be introduced in an avowed and intelligible manner, and not in a way which, professing gravely to adhere to that system which has for centuries prevailed among civilized states, and urging at the same time a pretension utterly inconsistent with all its known principles, delivers over the whole matter at once to eternal controversy and conflict, at the expence of the constant hazard of the harmony of states, and of the lives and safeties of innocent individuals.

3dly, "That the penalty for the violent contravention of this right is the confiscation of the property so withheld from visitation and search. For the proof of this I need only refer to Vattel, one of the most correct, and certainly not the least indulgent of modern professors of public law. In Book III. c. vii. sect. 114, he expresses himself thus: 'On ne peut empêcher le transport des effets de contrebande, si l'on ne visite pas les vaisseaux neutres que l'on rencontre en mer. On est donc en droit de les visiter. Quelques nations puissantes ont refusé en différents tems de se soumettre à cette visite, *aujourd'hui un vaisseau neutre, qui refuseroit de souffrir la visite, se feroit condamner par cela seul, comme étant de bonne prise.*' Vattel is here to be considered not as a lawyer merely delivering an opinion, but as a witness asserting the fact—the fact that such is the existing practice of modern Europe. And to be sure the only marvel in the case is, that he should mention it as a law merely modern, when it is remembered that it is a principle, not only of the civil law, (on which great part of the law of nations is founded,) but of the private jurisprudence of most countries in Europe—that a contumacious refusal to submit to fair enquiry infers all the penalties of convicted guilt. Conformably to this principle we find in the celebrated French Ordinance of 1681, now in force, Article 12, 'That every vessel shall be good prize in case of resistance and combat;' and Valin, in his smaller Commentary, p. 81, says expressly, that although the expression is in the conjunctive, yet that the *resistance alone is sufficient* *. He refers to the Spanish Ordinance 1718, evidently copied from it, in which it is expressed in the disjunctive, 'in case of resistance or combat.' And recent

* In some of the treaties of France, this article is expressly inserted in the disjunctive. Tr. between France and the duchy of Mecklenburg, Art. 18, an. 1779. Mart. Tr. vol. ii. p. 40. also between France and Hamburgh, an. 1769.

instances are at hand and within view, in which it appears that Spain continues to act upon this principle. The first time in which it occurs to my notice on the enquiries I have been able to make in the Institutes of our own country respecting matters of this nature, excepting what occurs in the Black Book of the admiralty,* is in the order of council, 1644, Article 12,† which directs, ‘ That when any ship, met withal by the royal navy, or other ship commissioned, shall fight, or make resistance, the said ship and goods shall be adjudged lawful prize.’ A similar article occurs in the Proclamation of 1672. I am aware, that in those orders and proclamations are to be found some articles not very consistent

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* “ B. 7. Item se aucune nef ou vessel de la ditte flotte a congie et pouvoir de l’admiral de passer hors de la flotte entour aucun message ou autre besongue, s’ilz en contrent ou trouvent aucuns vesseaulx estranges sur la mer ou en ports des ennemys, adonques ceulx de nostre flotte doivent demander des maistres et gouverneurs de telz vesseaulx estrangers dont ilz sont et eulx bien examiner de leur charge ensemblement avecques leurs muniments et endentures, et s’il est trouve aucune chose de suspicion en telz vesseaulx que les biens sont aux ennemys, qui sont trouvez dedens les dits vesseaulx avec leurs maistres et gouverneurs ensemblement avecques les biens dedens icelle estants sauvement seront amenees devant l’admiral, et illecques s’il est trouve qu’ilz sont loyaulx marchants et amys sans suspicion de colerer, les biens seront a eulx redelivres sans eulx rien dommager, autrement seront pris avec leurs biens et rasonnez comme la loy de mer veult et demande.

“ B. 8. Se aucunes de noz nefes ou vesaulx rencontrent sur la mer ou en ports aucuns autres vessaulx, qui facent rebellettees ou defense encontre ceulx de noz nefes ou vesseaulx, adonques bien lise a noz gents les autres comme ennemys assaillir et par forte mayu les prendre et amener entirement, comme ils les ont gaigeez, devant l’admiral sans eulx piller ou endommager, illecques de prendre ce que loy et coustume de mer veult et demande, &c.

† “ During the struggle for naval superiority, which took place between the maritime states of Europe, about the middle of the seventeenth century, the pretension of resisting search by the protection of convoy, was put forth with much caution, and apparently for the first time, by Christina Queen of Sweden, Aug. 16, 1653. Art. 4th, ‘ They shall in all possible ways decline that they, or any of those that belong to them be searched. For seeing they are only sent to prevent all inconveniencie and clandestine dealings, it is expected that they may be believed, and suffered to pass and proceed on their course unmolested, with all such things as are under their care.’—It was restrained to neutral ports.—Art. 6th, ‘ And more especially, for certain reasons, it is our command, that our men of war do chiefly, and in the begining, steer their course to such ports as are neutral in the English and Dutch war, till we give any farther directions on that account. However, without any hindrance to our own subjects, that intend to carry on their own free trade to England and Holland without convoy.’ *Thurloe’s St. Papers*, vol. i. p. 424.

A.D. consistent with the laws of nations as understood now, or
 1799 indeed at that time; for they are expressly censured by
 Lord

“ In 1655, it was taken up by Holland: ‘ They have a design to hinder the protector all visitation and search; and this by very strong and sufficient convoy; and by this means they will draw all trade to themselves and their ships.’ *Thurloe’s State Papers*, vol. iv. p. 203.

“ In May 1656, there happened an actual encounter on this subject between a fleet of merchantmen from Cadiz, (Spain being then at war with England,) under the convoy of De Ruyter, with seven men of war, and the commodore of some English frigates. ‘ Antwerp. We have certain news of the arrival of de Ruyter, in Zealand, from Cadiz, from whence he brought stores of plate, mostly belonging to merchants of this city; he was met withal at sea by some English frigates; but finding themselves too weak, they let him go. *Ib.* vol. iv. p. 740. See also the particular account on what passed, given by a Dutch officer to the States General: ‘ That upon De Ruyter declaring that there was not any thing on board belonging to the king of Spain, they parted.’ *Ib.* vol. iv. p. 730. It appears, however, that the arrival occasioned great triumph in Holland and Flanders, and that the fleet was deeply laden with silver for the king of Spain, and the service of his armies in Flanders. ‘ De Ruyter brought in his own ship, and others in the fleet, the sum of 20,000,000 (perhaps rials) of gold and silver, the greatest part for the king of Spain’s use, and the merchants of Brabant and Flanders.’ *Ib.* vol. iv. p. 732, 748. The 12th article of the *Engl. Ord.* of 1664, might perhaps be pointed against these pretensions.

“ In another letter in the same collection, 21st Sept. 1657, from Nieuport, the Dutch ambassador in England. We find the subject of convoy was strongly pressed at that time, and resisted on the part of this country: ‘ respecting secret articles,’ concerning the visitation of ships, which are convoyed under the flag of the state. I acquainted their lordships, that of old all kings and states had made a difference between particular ships sailing upon their risques and adventures, and between ships of the state and those which pass the sea under their flag and protection. That their high and mighty lords were of an opinion that it does strengthen the security of this state, that the ships of the state and officers should be responsible, as it were, for the ships sailing under their convoy; and that which I had proposed in my last memorandum concerning the same on behalf of their high and mighty lords was no new thing, but that plan had been most commonly proposed on all the treaties since the year 1651, in that manner, that without regulating the same according to the said articles, the troubles at sea, whereof I had so often complained, could not be removed and prevented; and I alledged several examples. Upon which now one, then the other of the said three lords* replied, and did very much insist, that it could not consist with their security; that they could not, nor ought to trust so much to particular captains at sea; that it would be an introduction and encouragement to disaffected persons to assist the enemy, and urged especially that in no former treaties any such articles were found, and that their high and mighty lords had no reason to desire now any such novelty. I said that the practice on this side in regard of searching and visiting ships without difference was a new thing, and that the inhabitants of the united Netherlands, feeling the trouble and inconveniency of it, had reason to insist that it

* *Thurloe, Walsely, Jones.*

Lord Clarendon,* But the article I refer to is not of those he reprehends; and it is observable that Sir Robert Wiseman, then the King's advocate general, who reported upon the articles in 1673, and expresses a disapprobation of some of them as harsh and novel, does not mark this article with any observation of censure. I am therefore warranted in saying, that it was the rule, and the undisputed rule, of the British admiralty. I will not say that that rule may not have been broken in upon in some instances by considerations of comity, or of policy, by which it may be fit that the administration of this species of law should be tempered in the hands of those tribunals which have a right to entertain and apply them; for no man can deny that a state may recede from its extreme rights, and that its supreme councils are authorised to determine in what cases may be fit to do so, the particular captor having in no case any other right and title than what the state itself would possess under the same facts of capture. But I stand with confidence upon all fair principles of reason,—upon the distinct authority of Vattel—upon the institutes of other great maritime countries, as well as those of our

may be rectified by a good regulation.' Vol. 6, p. 211. See also for the former conference, vol. 5. p. 663.

"It appears that so many objections had arisen on the treaty proposed on the part of Holland; that it was found necessary to form an entirely new projet.—Vol. 6. p. 523, 558.

"In a subsequent letter from the Hague, 30th Nov. 1657, it appears that the treaty broke off on this difference: 'Le Sieur Nieuport n'est pas encore ici arrive, mais il écrit aussi d'avoir prins son conge. Il est fort croyable qu'il ne sera guere content d'avoir faille a achever le traitee de la marine; neanmoins, je m'imagine que la Hollande a present ne seroit pas fort marry de ne l'avoir pas acheve, pour ne se pas oster la liberte de visiter des memes en cette guerre contre Portugal.' *Thurloe's St. Papers*, vol. 6. p. 622.

"On the subject of search generally, without any expressed reference to convoy, there is this letter from Cromwell, to General Montagu: 'The secretary hath communicated to us your letter of the 28th, by which you acquaint him with the directions you have given for the searching of a Flushing and other Dutch ships, which (as you are informed,) have bullion and other goods aboard them belonging to the Spaniard, the declared enemy of this state. There is no question to be made but what you have directed therein is agreeable both to the laws of nations and the particular treaties which are between this commonwealth and the United Provinces, and therefore we desire you to continue the said direction, and to require the captains to be careful in doing their duty therein.

'Hampton Court, 30th August, 1657.'

* "Lord Clarendon's Life, p. 242.

A.D. 1799 own country—when I venture to lay it down, that by the law of nations, as now understood, a deliberate and continued resistance to search, on the part of a neutral vessel to a lawful cruiser, is followed by the legal consequence of confiscation.

3. “The third proposed enquiry was, whether any special circumstances preceded, accompanied, or followed the transaction, which ought in any manner or degree to affect the application of the general principles?

“The first ground of exemption stated on the part of the claimants is the treaty with Sweden, 1661, article 12, and it was insisted by Dr. Lawrence, that although the belligerent country is authorised by the treaty to exercise rights of enquiry in the first instance, yet that these rights were not exercised in the manner therein prescribed. It is an obvious answer to that observation, that this treaty never had in its contemplation the extraordinary case of an armed vessel sent in company with merchantmen for the very purpose of beating off all enquiry and search. On the contrary, it supposes an enquiry for certain papers, and if they are not exhibited, or ‘there is any other just and strong cause of suspicion,’ then the ship is to undergo search.* The treaty, therefore, recognises the rights of

* “It is said by Secretary Thurloe, in his conference with the Dutch ambassador, December 1656, ‘that the point of passes was very considerable to the state, and that the same was never agreed to in any treaty with any nation, but lately to Sweden.’ *Th. St. P.* vol. 5. p. 663.

“A reference to the certificate of foreign magistrates, with a primary but inconclusive credit ascribed to them, appears to have been established in Denmark, by Frederick II. in 1583, as a custom-house regulation respecting the customs and Sund duties payable by foreign merchants—speaking of abuses, ‘we, not minding any longer to suffer the same, do therefore will, that henceforth every man which uses his trade of merchandise and navigation through our custom towns and streams do cause a certain and just brief of all the laden merchandises and goods to be comprehended in the certificates which he is to take under the seal of his magistrate, and deliver the same to our customers, with this warning, that if any man arrive there without such true and just certificate, and any hindrance and inconvenience do happen unto him in that respect, the ship being searched, that then he impute the same unto himself, and not unto us or ours; and if upon cause and suspicion, the ships should be searched, notwithstanding that a particular certificate had been delivered; and that in them more merchants’ goods should be found than were comprehended in the certificates which were brought in, then not only those goods, but the whole ship and goods, as being forfeited, shall be confiscated and seized upon.’ Promulged, 1583. *Rym. Fæd.* vol. xvi. p. 347, 352.

enquiry

enquiry and search, and the violation of those rights is not A.D. less a violation of the treaty than it is of the general law of 1799 nations. It is said that the demand ought first to have been made upon the frigate: I know of no other rule but that of mere courtesy which requires this; for this extraordinary case of an armed ship travelling along with merchant ships is not a *casus fœderis* that is at all so provided for in the treaty: however, if it is a rule, it was complied with in the present instance, and the answer returned was, that, "they were Swedish ships bound to various ports in the Mediterranean, laden with iron, hemp, pitch, and tar." The question then comes, what rights accrued upon the receipt of this answer? I say, first, that a right accrued of sending on board each particular ship for their several papers; for each particular ship, without doubt, had its own papers: the frigate could not have them; and the captors had a right to send on board them to demand those papers, as well under the treaty as under the general law. A second right that accrued upon the receiving of this answer was, a right of detaining such vessels as were carrying cargoes so composed, either wholly or in part, to any ports of the enemies of this country; for that tar, pitch, and hemp, going to the enemy's use, are liable to be seized as contraband in their own nature, cannot, I conceive, be doubted under the modern law of nations; though formerly, when the hostilities of Europe were less naval than they have since become, they were of a disputable nature, and perhaps continued so at the time of making that treaty, or at least at the time of making that treaty which is the basis of it, I mean the treaty in which Whitlock was employed in the year 1656: for I conceive that Valin expresses the truth of this matter, when he says, p. 68, '*De droit ces choses,*' (speaking of naval stores,) '*sont de contrabande aujourd'hui et depuis le commencement de ce siècle, ce qui n'étoit pas autrefois néanmoins;*' and Vattel, the best recent writer upon these matters, explicitly admits amongst positive contraband, '*les bois et tout ce qui sert à la construction et à l'armement de vaisseaux de guerre.*' Upon this principle was founded the modern explanatory article of the Danish treaty, entered into in 1780, on the part of Great Britain, by a noble lord,* then secretary of state, whose attention

* The late Earl of Mansfield.

A. D. 1799 had been peculiarly turned to subjects of this nature. I am therefore of opinion, that although it might be shewn that the nature of these commodities had been subject to some controversy in the time of Whitlock, when the fundamental treaty was constructed, and that therefore a discreet silence was observed respecting them in the composition of that treaty and of the later treaty derived from it, yet that the exposition which the latter judgement and practice of Europe has given upon this subject would in some degree affect and apply what the treaties had been content to leave on that indefinite and disputable footing on which the notions then more generally prevailing in Europe had placed it. Certain it is, that in the year 1750 the Lords of Appeal in this country declared pitch and tar, the produce of Sweden, and on board a Swedish ship bound to a French port, to be contraband, and subject to confiscation, in the memorable case of the *Med Goad's Hjelpe*. In the more modern understanding of this matter, goods of this nature being the produce of Sweden, and the actual property of Swedes, and conveyed by their own navigation, have been deemed, in British Courts of Admiralty, upon a principle of indulgence to the native products and ordinary commerce of that country, subject only to the milder rights of pre-occupancy and pre-emption; or to the rights of preventing the goods from being carried to the enemy, and of applying them to your own use, making a just pecuniary compensation for them. But to these rights, being bound to an enemy's port, they are clearly subject, and may be detained without any violation of national or individual justice. Thirdly; another right accrued, that of bringing in for a more deliberate inquiry than could possibly be conducted at sea upon such a number of vessels, even those which professed to carry cargoes with a neutral destination. Was there or was there not the just and grave suspicion, which the treaty refers to, excited by the circumstances of such a number of vessels with such cargoes intended to sail all along the extended coasts of the several public enemies of this kingdom, under the protection of an armed frigate associated with them for the very purpose of beating off by force all particular inquiry? But supposing even that there was not, is this the manner in which the observance of the treaty or of the law of nations is to be enforced? Certainly not by the treaty itself; for the remedy for infraction is provided in compensation

tions to be levied, and punishments to be inflicted upon delinquents by their own respective sovereigns. Article 12. A.D. 1799
 How stands it by the general law? I don't say that cases may not occur in which a ship may be authorised by the natural rights of self-preservation to defend itself against extreme violence threatened by a cruizer grossly abusing his commission; but where the utmost injury threatened is the being carried in for inquiry into the nearest port, subject to a full responsibility in costs and damages if this is done vexatiously and without just cause; a merchant vessel has not a right to say for itself. (and an armed vessel has not a right to say for it,) 'I will submit to no such inquiry, but I will take the law into my own hands by force.' What is to be the issue, if each neutral vessel has a right to judge for itself in the first instance whether it is rightly detained, and to act upon that judgment to the extent of using force?—Surely nothing but battle and bloodshed, as often as there is any thing like an equality of force or an equality of spirit. For how often will the case occur in which a neutral vessel will judge itself to be rightly detained? How far the peace of the world will be benefited by taking the matter from off its present footing and putting it upon this, is for the advocates of such a measure to explain. I take the rule of law to be, that the vessel shall submit to the inquiry proposed, looking with confidence to those tribunals whose noblest office (and I hope not the least acceptable to them) is to relieve, by compensation, inconveniences of this kind, where they have happened through accident or error; and to redress, by compensation and punishment, injuries that have been committed by design.

"The second special ground taken on the part of the claimants was, that the intention was never carried into act. And I agree with Dr. Laurence, that if the intention was voluntarily and clearly abandoned, an intention so abandoned, or even a slight hesitation about it, would not constitute a violation of right. But how stands the fact in the present case? The intention gives way, so far as it does give way, only to a superior force. It is for those who give such instructions to recollect, that the averment of an abandonment of intention cannot possibly be set up, because the instructions are delivered to persons who are bound to obey them, and who have no authority to vary. The intention is necessarily unchangeable; and being so, I do not see

A.D. 1799 see the person who could fairly contradict me, if I was to assert that the delivery and acceptance of such instructions, and the sailing under them, were sufficient to complete the act of hostility. However that might be, the present fact is, that the commander sails with instructions to prevent inquiry and search by force, which instructions he is bound to obey, and which he is prevented from acting upon to their utmost extent only by an irresistible force. Under such circumstances how does the presumption of abandonment arise? If it does, mark the consequences: if he meets with a superior force, he abandons his hostile purpose; if he meets with an inferior force, he carries it into complete effect. How much is this short of the ordinary state of actual hostility? What is hostility? It is violence where you can use violence with success;—and where you cannot, it is submission and striking your colours. Nothing can be more clear, upon the perusal of these attestations, than that this gentleman abandoned his purpose merely as a subdued person in an unequal contest. The resistance is carried on as far as it can be; and when it can maintain itself no longer, *fugit indignata*.

“ 3. It is said that the papers were not immediately taken possession of, nor proceedings instituted till long after the arrival in port. These are unquestionably irregularities; but I agree with the King’s Advocate in maintaining, that they are not such irregularities as will destroy the captor’s right of proceeding, for the claimant had his remedy in the way of a monition. How these delays were occasioned, whether in consequence of pending negotiations, (as has been repeatedly asserted in the course of the argument) I am not judicially informed. If such negotiations ever existed, I may have reason personally to lament that they have proved ineffectual. But the legal consequence of that inefficiency undoubtedly is, that the question of law remains the same as if no such negotiation had ever been thought of.

“ 4. It is lastly said, that they have proceeded only against the merchant vessels, and not against the frigate, the principal wrong-doer. On what grounds this was done—whether on that sort of comity and respect which is not unusually shewn to the immediate property of great and august Sovereigns, or how otherwise, I am again not judicially informed; but it can be no legal bar to the right of a plaintiff.

tiff to proceed, that he has for some reason or other declined A.D. 1799
to proceed against another party against whom he had an
equal or possibly a superior title. And as to the particular
case of one vessel which had obtained her release and a re-
delivery of her papers, the act of the captors may perhaps
furnish a reasonable ground of distinction with respect to her
own special case; but its effect, be it what it may, is con-
fined to herself, and can be extended no farther.

“ I am of opinion, therefore, that special circumstances
do not exist which can take the case out of the rule which is
generally applicable to such a state of facts; and I have al-
ready stated that rule to be the confiscation of all the pro-
perty forcibly withheld from inquiry and search. It may be
fitting, (for any thing that I know) that other considera-
tions should be interposed to soften the severity of the rule,
if the rule can be justly taxed with severity; but I have
neither the knowledge of any such considerations, nor au-
thority to apply them. If any negotiations have pledged
(as has been intimated) the honour and good faith of the
country, I can only say that it has been much the habit of
this country to redeem pledges of so sacred a nature. But
my business is merely to decide whether, in a Court of the
Law of Nations, a pretension can be legally maintained
which has for its purpose neither more nor less than to ex-
tinguish the right of maritime capture in war; and to do
this, how? by the direct use of hostile force on the part of a
neutral State. It is high time that the legal merit of such a
pretension should be disposed of one way or other—it has
been for some few years past preparing in Europe—it is ex-
tremely fit that it should be brought to the test of a judicial
decision: for a worse state of things cannot exist, than that
of an undetermined conflict between the antient law of na-
tions, as understood and practised for centuries by civilized
nations, and a modern project of innovation utterly inconsis-
tent with it; and in my apprehension, not more inconsistent
with it, than with the amity of neighbouring States, and
the personal safety of their respective subjects.

“ The only remaining question which I have to con-
sider is, the matter of expences; and this I think myself
bound to dispose of with as much tenderness as I can use in
favour of individuals. It is to be observed, that the ques-
tion itself was of an importance and delicacy somewhat be-
yond the powers of decision belonging to such persons—
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A.D. 1799 the authority of their country has been in some degree surprised in this matter—the captors have been extremely tardy in proceeding to adjudication. Attending to all these considerations, I think the claimants are clearly entitled to have their expences charged upon the value of the property up to the time of the order for further proof. From that time the property might have been withdrawn upon bail, and it is no answer to the Court to say that this gentleman or another gentleman did not think it adviseable to commit their private fortunes in the extent of the security required. It is the business of foreign owners who have brought their ships and cargoes into such situations of difficulty, to find the means of relieving them when the opportunity can be used. I go sufficient lengths in allowing expences for the further time in which orders could have been obtained from Sweden, and I fix this at the distance of two months from the order of further proof: and, condemning the ship and cargo, I direct all private adventures to be restored.

“ This is the substance of what I have to pronounce judicially on this case, after weighing with the most anxious care the several facts and the learned arguments which have been applied to them. I deliver it to my country—and to foreign countries—with little diffidence in the rectitude of the judgment itself: I have still more satisfaction in feeling an entire confidence in the rectitude of the considerations under which it has been formed.”

Sir WILLIAM SCOTT's decision in the Cause between the Fleet and Army, whether the latter had a right to share for the Dutch Ships of War taken in Saldanha Bay, August 17, 1796.

“ I HAVE now heard the evidence in this case, and an elaborate argument for the army with much attention; and it may perhaps be convenient for me in this stage to express the impression which the whole of what I have heard has made upon my mind, for the purpose of saving time; as the great pressure of business on the Court makes it extremely desirable, that we should employ as little time as possible on unnecessary discussions. I shall still, however, be ready to hear the counsel for the fleet, and also the reply on the other side, if the gentlemen shall think it necessary; but at present I must say, that no observations that I have heard, nor any considerations which I have been able to give the matter,

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ter, have in any degree shaken the first impression of my mind on this business. A.D. 1799

“ The question is, Whether such a case has been made out, on the part of the army, as will support their claim to be considered as joint captors? In the first place, it is not pretended that it is a case which comes within the provisions of the Act of Parliament which directs the army to share, in some cases, in conjunction with the fleet; there are, it is well known, several descriptions of such cases, which I need not now advert to, as it is not pretended, that this case comes under any one of them. In the next place, it is not argued, that this is a case of concerted operations: that the army and navy might have similar views is not contested, but whatever was done, was done separately, and without concert or communication. Thirdly, it cannot be denied, that it lies upon the army to make out a case of joint capture, and to shew a co-operation on their part, assisting to produce the surrender; for the surrender was made to the fleet alone; possession was taken by the fleet, the army could not take it; therefore the *onus probandi* lies on them, to prove that there was an actual co-operation on their part; for it is, I think, established by decided authority, and particularly in the late case of *Jaggernaickporam*, before the Lords of Appeal, that much more is necessary than a mere being in sight, to entitle an army to share jointly with the navy, in the capture of an enemy's fleet. The mere presence, or being in sight of different parties of naval force, is, with few exceptions, sufficient to entitle them to be joint captors; because they are always conceived to have that privity of purpose which may constitute a community of interests; but between land and sea forces, acting independently of each other, and for different purposes, there can be no such privity presumed; and therefore to establish a claim of joint capture between them, there must be a contribution of actual assistance, and the mere presence, or being in sight, will not be sufficient. Fourthly, I am strongly inclined to hold, that when there is no pre-concert, it must be, not a slight service, nor an assistance merely rendering the capture more easy or convenient, but some very material service, that will be deemed necessary to entitle an army to the benefit of joint capture; where there is pre-concert, it is not of so much consequence that the service should be material, because then each party performs the service

A.D. 1799 service that is previously assigned to him, and whether that is important or not, it is not so material; the part is performed, and that is all that was expected: but where there is no such privity of design, and where one of the parties is of force equal to the work, and does not ask assistance, it is not the interposing of a slight aid, insignificant perhaps, and not necessary, that will entitle another party to share. Suppose an engagement at sea, in which a part of the enemy's crews being disposed to fly to shore should be prevented from landing by an armed force, and should therefore be induced to surrender with the main fleet; or suppose this body of armed men on shore should have prevented the fleet from obtaining supplies, two or three days previous to the action, these would be very remote services; and such as would not induce me to pronounce for a joint capture: the services which I should require, must be such as were directly or materially influencing the capture, so that the capture could not have been made without such assistance, or at least, not certainly, and without great hazard. It is further expected that the evidence by which such a claim is supported should be clear and consistent, because it lies on those setting up an interest of joint capture to make out their case; the presumption is on the side of the actual captor: their evidence therefore must be satisfactory, for if not, or if it is left at all doubtful, it is the duty of the Court to adhere to the interests of the actual captor.

“ These being the principles, let us see what are the facts of the present case, and the amount of the claim grounded upon them. As to pre-concert, that has been totally abandoned on the part of the army. That the army did every thing that could be done cannot be made a question; on this point I need say no more than that it was a British army; as far as spirit, and courage, and patriotic, and gallant exertions of every kind could entitle them to be considered as joint captors, their claims would be readily allowed; but this is not the view of the subject which the Court is at liberty to take: the question is only, Whether in the situation in which they were, they did, or could do any thing which can entitle them, under the known rules of this Court, to be legally considered as joint captors? It seems there was a very general expectation at the Cape of Good Hope that a Dutch force would soon arrive in those seas, but as all pre-concert is given up, I do not hold it to be

be incumbent on me to state every measure that was taken by the naval and military commanders separately, to reach those parts where it was expected the Dutch fleet would first make its appearance; the only fact alledged on the part of the army before the arrival of the main body on the 16th, is, that Captain M·Nabb was stationed with a small body of not more than forty men near Saldanah Bay; it is impossible that such a force could do more than act as a party of observation; against the Dutch fleet, consisting of 2500 men, they could effect no other purpose; and I need only advert to the smallness of their number to shew, that it was impossible that they could even prevent the crews from supplying themselves with water and other provisions from the shore.

“ It appears in the evidence of one of the Dutch witnesses, ‘ That on his arrival on the anchorage ground, he did not perceive any troops posted on the heights, and that it was not till noon of the 16th of August, that they were hindered in their watering parties.’ With respect to other supplies it is said, that, in one instance, twenty-five head of cattle being brought down to the shore by the country people, the Dutch butchers who had come on shore to take them off, were obliged by the appearance of some of these troops to leave their work, and go on board: this is the only instance in which they appear to have met with any interruption, and on this point what Admiral Lucas says is decisive; he says, ‘ That he was not prevented by any of our posts from watering or communicating with the country.’

“ General Craig’s own letter is also strong evidence to the same effect; where he says, ‘ The Dutch fleet were near Schappen Island watering and setting their rigging as if they meant to stay some time;’ and with regard to the force of the troops in the same letter he says, ‘ King, with the light infantry, is pretty close to them, but the rest of the troops cannot reach it these four days at least: I think, if you can anchor below them, it may be a bloodless, but not less glorious action.’ From these representations I think it is pretty clear, that there was nothing to interrupt their quiet anchorage in the bay, nor to cut off their communication with the country, except in one or two trifling instances; therefore I cannot accede to what has been advanced, that material service had been performed before the
16th

A.D. 1799 16th of August; prior to that day nothing was done by this party, which did, in the most remote degree, contribute to effect the capture. Indeed if they had done this service in a much more effectual manner than they had an opportunity of doing, if they had every day prevented the Dutch from watering, as they did in one instance drive them from their supplies of cattle, or if they had been able to prevent them from communicating with the people of the country, I should have found it very difficult to say that such services as these could entitle them to claim as joint captors. Suppose an enemy's fleet to be in the Downs, and that they should be prevented from landing by the garrison of Dover Castle; if they were afterwards compelled to surrender to our fleet, I should not hold the garrison to be in any way entitled to be admitted as joint captors. If that be so, the whole matter is reduced to the 16th of August, and if the services of that day will not be sufficient to sustain their claims, the preparatory services which have been relied on will, I think, not help them: then what was done on that day? The preponderance of the evidence seems to be with the army in respect to the time of their appearance; it is, I think, proved that they were in sight of the Dutch squadron some few hours before our fleet arrived. But what was done? The watering parties withdrew, and nothing more; they retired unmolested, and the troops had no means of annoying them; mention is made of a cannonading which took place against a Dutch frigate that was stationed nearer to the shore for the purpose of watering: but the nature of this attack seems very doubtful; some witnesses say it did considerable damage, others say very little; some say the army could have destroyed her," others say "not without throwing shells." I own it appears to me very improbable, that it should have been in the power of the army to take or disable her, before it would have been fully in her power to sheer off; however that is not material, as it is admitted the firing ceased, leaving the frigate in the possession of the Dutch, and without having sustained any material injury. No offensive operations took place between the army and the Dutch fleet; it is said indeed in the evidence of Mr. Ferguson, "That as soon as the advanced corps became visible to the Bellona, she cannonaded them, and that one of the shot struck some stands of arms belonging to the corps, and damaged them; that the corps on gaining the heights re-
turned

turned the fire with four light field-pieces, and having brought up an howitzer, several shells were thrown at the vessel; that having another howitzer ready to be got up, it would have been in the power of the said corps to have entirely destroyed the frigate, and that, by marching down to the beach, they might have reached every other ship of the Dutch squadron." But I cannot but look on that as a very doubtful fact, for other witnesses say, "They could not have reached them; as, at any rate, without quitting the Bay, they might have taken another station at such a distance as to have been in perfect safety from the army:" I cannot therefore help thinking, that it must have been a very unfounded persuasion that this witness has expressed, of the power which the land forces could have had of annoying the Dutch fleet, and I do not think it is supported by the general effect of evidence. The whole amount then of the co-operation of the army on the 16th is, that a watering party of the enemy was compelled to withdraw, and that a few shots were exchanged between the advanced corps and a Dutch frigate; this, with the addition of one or two other circumstances which I shall presently advert to, makes the whole amount of the services which are pretended to have been rendered by the army on the 16th of August. In a few hours the English fleet made its appearance; and what was then the situation of the Dutch fleet relative to the two forces separately? With respect to the army, the army could not take them, nor even annoy them. Relatively to the fleet alone, no one can doubt for a moment but that, from the first appearance of the English fleet, the Dutch squadron was an object of certain capture or certain destruction; the utmost of the argument on that side is, that the Dutch might have destroyed their vessels; there was no hope of escape, much less was there any chance of making effectual resistance; an engagement was hopeless in regard to the superiority of the English fleet, and in other respects the crews of the Dutch vessels shewed no disposition to fight, being, in every ship, more or less in a state of mutiny, as we learn from Admiral Lucas himself.

"But it is said, they might have chosen the destruction of their ships, and that the presence of the army prevented them from resorting to this expedient, and therefore that they are to be considered as joint captors. It has been allowed that no such case of joint capture as the present ever

A. D. 1799 occurred before ; that alone is an unfavorable circumstance, because the Court would not be disposed to carry this doctrine farther than it has already gone, unless some clear principle could be shewn to warrant the extension. The principle of terror to support this claim must be, of terror operating not mediately and with remote effect, but directly and immediately influencing the capture. I will not say that a case might not, under possible circumstances, arise, in which troops on shore might be allowed to share in a capture made in the first instance by a fleet. I will put this case : Suppose a fleet should come into a hostile bay with a design of capturing an hostile fleet lying there, and a fleet of transports should also accidentally arrive with soldiers on board ; suppose these soldiers made good their landing, and gained possession of the hostile shore, and by that means should prevent the enemy from running on shore, and from landing, and thereby influenced them to surrender ; I will not say that troops in such a situation might not entitle themselves to share, although the surrender had been made actually to the fleet. But suppose the troops to land on a coast not hostile, but on their own coast, I do not apprehend that the possession of such a shore would draw the same consequences after it : for what difference would it make whether there was troops on shore or not ? The enemy must know, that in a day or two the landing on a shore to them hostile, must be followed by sure and certain captivity, whether there was a party of military or not : what additional terror does an army hold out ? The consequences of captivity would be the same in either case, and unless there had been a notice and denunciation of particular severity, I do not understand that by the laws of war they would be exposed to more than a rigorous imprisonment. Then, what is the difference between the case which I have just stated, and the present case ? It is said that the country was disaffected towards the British, being but a recent conquest ; but it appears to me that the affections of the Dutch were of a very mixed nature ; the crews of the Dutch ships were mutinous from their attachment to the English, and swore ‘ they would blow out the brains of any one who should fire on the English ;’ and with respect to the people of the coast, it by no means appears that they were unanimous in their disaffection ; it is no proof, that because they

they supplied the Dutch fleet with provisions they were adverse to the British: We know that Lord St. Vincent has in this war been supplied with fresh provisions from the Spanish coasts; and it is well known in history, that when Louis the Fourteenth was marching against Holland, he was supplied with provisions by Dutch merchants, not from enmity or disaffection to their own country, but from the mere natural affection for gain. No stress therefore can be laid on that circumstance, and it appears certain to me, that if the Dutch had attempted to destroy their ships, and to effect a landing on shore, they must in a few days have been hunted down, and have become, in the ordinary course of things, prisoners of war; the appearance of a military force therefore, in my opinion made no difference; it conveyed no additional terror, or at least no such special intimidation, as could entitle them to be considered as joint captors. This is my view of the case, supposing there had been no special denunciation that a severe military execution would be exercised upon them if they ran their ships on shore; but it is argued, that such a denunciation did take place, with a view to bring them to a surrender; that it did produce that effect, and that without such an intimation they would have persisted to run their ships on shore. There is a great deal of evidence on this point; there is a great deal to prove that they could not have run their ships on shore where the army was stationed, but that they could have run them on shore at another place; there is however much evidence that the English fleet could have prevented them at that spot; and there is also much evidence that the Dutch crews would not have consented to such a measure.

“ I need not enter into a minute detail of this evidence, as I think I do not state it too strongly when I say that the fact is at least questionable, and remains at least a matter of doubt, whether this measure could have taken place or not. It is in itself highly improbable that they should wish to encounter the danger and difficulty of running on shore on an unfriendly coast, and it is not pretended that they had come to any decisive resolution on the subject; it is spoken of as being a matter of deliberation amongst them, and they are rightly described as being in a state of perplexity and distress. Some speak of it as a thing judged proper to be done in a

A.D. council of war; but all agree that it was to be discussed
 1799 again, and that they had not come to any final determination on the measure. When the English fleet came in sight, it appears, that Admiral Elphinstone sent to summon them to surrender: a verbal answer was returned: Admiral Elphinstone sent a second summons, and demanded an answer in writing: a council of war was held, and the result was, (for they decline stating particularly what passed at the consultation,) that they proposed terms of surrender. I think the evidence is, that they were strongly inclined at that time to come to a surrender. But it is said, that they did not expect the terms would be acceded to, but sent them only with a view of gaining time: the evidence of Admiral Lucas's captain is to the following effect: he states, "That if the army had not been present on the shore, Admiral Lucas would not, in his opinion, have engaged the British fleet, owing to the mutinous behaviour of a great part of the Dutch crews; but notwithstanding there were enough to be depended upon to run the ships on shore and burn them, as it was the admiral's intention to do, if he had not received a letter from General Craig, informing him if he attempted so rash a measure no quarter would be given by the troops to any individual that should land; that on the appearance of the British fleet, Admiral Elphinstone sent to summon them to surrender; that a verbal answer was returned by Admiral Lucas, that he should call a council of war that night, and would send the result of their consultation to Admiral Elphinstone the next morning; that in about three hours afterwards, another letter was brought from Admiral Elphinstone requiring an answer in writing, and a promise that no damage should be done to the ships during the night; that such promise was accordingly sent by Admiral Lucas; that the consultation took place during the night, and at ten o'clock the next morning, the 17th of August, proposals of capitulation were sent;" and then he states, "That these were sent only to gain time."

"Now they had passed their word of honour that no damage should be done during the night, and Admiral Lucas says 'That having given his word, he considered himself bound to do no injury to the ships during the night.' I cannot help thinking therefore, that if the gentlemen had ever thought of running their ships on shore, they must very soon have abandoned it, because, that they should bind themselves

themselves not to do it that night when it would be most easy, and resort to it afterwards, is not very likely. Besides, I do not see that their proposals were rejected except on one article; an alteration was proposed by Admiral Elphinstone, 'That instead of a Dutch frigate other proper vessels should be appointed to carry the Dutch officers to Europe;' and this alteration was immediately acceded to on their part.

"The only circumstance that could make any difference in respect to the claims of the army between the time of the proposal and the time of the capitulation is, "That General Craig's letter is said to have been brought whilst they were under deliberation.' It is rather difficult I think to conceive how this message could have been conveyed: it is said by a watering boat; but there seems to be no small difficulty to understand how the knowledge of this matter came afterwards to General Craig; however, with respect to the arrival of the letter, there is a very material difference in the evidence, and the exact point is left very disputable; one of the witnesses says that he cannot say whether it came before or after the decision.

"Now under this evidence, and looking at all the facts together; considering the great doubt which exists, whether such a resolution was ever made, or could have been executed; recollecting that the account of the Dutch officers is in some measure a vindication of their own conduct, (although I do not see that any apology was necessary,) and conceiving that under their feelings as gentlemen for the misfortunes of their country, they may have expressed their sense of their obligation to destroy their vessels; perhaps rather more highly than could be justified by the fact; I cannot say that it is proved to me that the measure was resolved upon; or if resolved on, could have been executed; or if actually resorted to, that it could not have been executed without incurring any immediate danger from the army.

"Under these circumstances, I am of opinion that the claim of the army is not supported on any principle, on which either this Court or the Court of Appeal has pronounced for an interest of joint capture: even allowing the denunciation to have been made; if such principle of intimidation would be sufficient, how could I say that a crowd of the inhabitants of the coast would not be entitled also, if

A.D. 1799 they had threatened, as they would probably do, to knock those on the head who attempted to escape on shore after destroying the ships.

“As to the former case of the Saldanah Bay, which has been cited, it is materially distinguishable from the present case by this circumstance, that there the fleet was close on its own shore, and the soldiers were landed from the fleet upon a hostile coast; there was pre-concert and co-operation of the most effectual kind; and therefore it is not applicable to this case. These are the impressions which this case has made on my mind. I shall be very glad to hear any additional observations from the counsel for the army, if they have any thing farther to offer; but I have paid great attention to the evidence and to the arguments which I have heard, and I confess the impression of my mind, as I have stated it, is strong and decisive, that the claim of the army in this case cannot be sustained.”

Question decided by Sir WILLIAM SCOTT relative to the Claim of the Admiralty to the Dutch Ships taken at the Cape of Good Hope, June 1795, by Lord KEITH, subsequent to the Declaration of hostilities against Holland.

“This question arises on certain Dutch ships, which were found at the Cape of Good Hope, by the squadron under the command of Lord Keith; and, which have been proceeded against as prize, on the part of his Majesty, *jure coronæ*. An intervention has been now given, on the part of the Admiralty, claiming them as droits and perquisites of Admiralty; and there can be no doubt that such an intervention may be rightly given; because as long as the office of Lord High Admiral, though now residing in the person of his Majesty, continues in this kingdom to have a legal existence, it is extremely proper, that the droits and perquisites of the office should continue as anciently distinguished; and although the difference may not be very important as to any immediate consequence under the present application of them, (which is directed by the Treasury, and not by the Admiralty), it is still fit, that they should be strictly determined, and with as much exact observance of the ancient rules, as if the proceeds were carried in the ancient and distinct course. Amongst these rules, I take it to be an established maxim, that the rights of the Lord High Admiral are to be considered as rights *stricti juris*, as rights originally

originally granted, in derogation of those higher rights of the crown, which are vested in the crown for general utility: such grants are to be construed strictly on the known presumption, that the crown has not parted with any right which the public wisdom has conferred upon it, farther than the express words of the grant import. A. D. 1799

“ The grant alluded to is to be found recognized in the order of council of Charles II. That order, amongst other things, directs, ‘ That all ships and goods belonging to enemies coming into any port, creek, or road of this his Majesty’s kingdom of England, or of Ireland, by stress of weather or other accident, or mistake of port, or by ignorance, not knowing of the war, do belong to the Lord High Admiral ;’ but certainly not in foreign ports: it is the first time that I ever heard the idea started, that it was to extend beyond the dominions of the crown, to ports belonging to foreign powers. Besides, it has always been understood that such a coming in must be during the subsisting war.— The very terms used, ‘ by mistake of port, or ignorance, not knowing of the war,’ necessarily imply that; and all other seizures made any where else, or under any other circumstances, before a war, do belong to his Majesty.

“ This being the case, let us see how the terms of this order apply to the circumstances of the present case. On the breaking out, I cannot say of war, but of that ambiguous situation into which the irregular conduct of France had put different countries, by dissolving the connection between the governors and the governed, it was found necessary, when Holland became exposed to the invasion of the French arms, to detain by the strong hand of power, a number of Dutch ships in the ports of this kingdom. At the same time, conciliating language was used to the proprietors, and promises were held out to all such as should voluntarily come in, that their property should be restored to them. It is notorious also, that on the declaration of hostilities that ensued, these seizures were enforced with a retrospective operation, on all who had not complied with the terms; and were not considered as mere civil embargoes, but as acts of forcible possession, on which the property so seized, was finally condemned as prize to the crown. Now, unless very strong and solid distinctions can be pointed out between this case, and those which have pursued this course, I see no reason why this should not journey in the same

A.D. track. Two or three distinctions have been taken: in the
1799 first place, it is said, that the detention in the ports of England, was a mere civil embargo; and that an embargo of that nature could not extend to foreign ports, where the crown of England has no jurisdiction. In the first place, it is not necessary, that the embargo should be exactly of the same nature, in order to vest the rights of the crown; for any mode of forcible occupancy or detainer prior to hostilities is sufficient for the purpose; and secondly, the nature of the embargo in the ports of this kingdom is not very accurately described, when it is termed a mere civil embargo; for it was a detention by actual force applied to them.—The ships were generally taken possession of by an armed power; it was not the mere hand of the custom-house that was laid upon them, in the civil mode of forbidding an egress; but it was a restraint and compulsion, acting by the terror and use of force. The embargo at the Cape was likewise an embargo of force; and the very argument that it could not be a civil embargo, because this government had no right to lay on a civil embargo in a foreign port, proves that it was an embargo of force; though, if it was at all necessary that it should partake of any thing like a civil authority, it must be remembered that the Stadtholder's name and authority is likewise employed; but it is notorious, that some ships of war that attempted forcibly to escape, were forcibly detained; that is enough to shew its nature, if it were at all necessary.

“ Another distinction is, that in this case a ship of war was allowed to go away, whilst in England, a ship of war, the *Overyffel*, was detained. I think it does not appear, under what particular motive, the permission to depart was given; it might be under an understanding that the ship was going to some other port, where dispositions favourable to the Stadtholder might be expected. I think the terms of the letter lead us to conjecture that there must have been some such motive, as I have stated; because it could not be supposed that she was allowed to depart, as going to the mother country, when the same letter expressly states, that country to be in the hands of the French, as in fact it now remains. That permission to the ship of war, must at any rate be taken, as a peculiar permission, influenced by some particular inducement, and therefore affording no ground,
by

by which we can be justified in distinguishing that embargo from what took place here, much in the same style. A.D. 1799

“ The question is indeed, not so much how the matter was conducted, but whether they were in truth detained or not; that I must understand, from the very terms of these letters, which it is impossible to understand in any other way; because, when it is said they would not be allowed to depart but under a ship of the State, I must understand it to mean, a ship in the service of the Stadtholder. Looking at this, I must suppose, that it was conducted only with that moderate and soothing language which was used also in this country: but, that the ships were in no degree less under the gripe of power than those under detention here. They were not allowed to depart, unless under a British ship, or a ship that had declared its attachment and obedience to the ally of this country. I must therefore consider it as being as effectual a detention as that used here, and *eodem intuitu*. Indeed it is impossible to suppose, that any real distinction was intended to be made between property detained here, and property detained there: it was all intended to be subject to the same final application, whatever that might be; and, though local circumstances might call for some difference in the apparent mode of treatment for the present, yet the real intention, and the ultimate destination was the same in both. It was not, as was asserted, for the mere purpose of caution, to prevent their falling into the hands of the French, but for the further purpose of securing them for British use, in case subsequent events should disqualify the Dutch proprietors for restitution.

“ As for the expression, ‘ that they were not to be considered as seized,’ I look upon that to be nothing more than the same sort of softer language, of present policy, that was used here, in a situation of affairs that required some management and address; and when one observes the actual and effectual detention for nine months, during which time these ships would have moved off, if they had not been forcibly restrained, it is impossible to suffer the mere expression and style of the letter to alter the real consequences, or distinguish them from those which took place here under similar circumstances.

“ The Cape in the end surrendered, and certainly as a hostile colony: the very next day it is stated, that Captain Hardy was commissioned to take the command of one of

A. D. of these vessels; this was before the declaration of hostilities
 1799 against Holland was known at the Cape, and it affords, I think, a pretty authentic exposition of the intention under which the first possession was taken. The colours were not formally taken down till a subsequent day, after the declaration of hostility had arrived, but the ships had not been less really under the power of the English squadron. Generally speaking, the taking down of the colours is the formal act of surrender; but in the present case it is evident that it was an unsubstantial form, and that no surrender was required.

Under these circumstances, I cannot think that the distinctions taken in this case do materially vary it from the cases of seizure of all other Dutch property at the same time; and therefore, I reject the allegation.

Allegation on the part of the Admiralty rejected.

Case of an Allegation given on the part of the Admiralty, claiming an interest in the capture of the Cape of Good Hope, in virtue of several non-commissioned East-India Ships, asserted to have assisted in the enterprize, decided as follows by Sir WILLIAM SCOTT.

“ THIS question arises on the claim of certain East-India ships, or rather of the Admiralty on their behalf, to share in the capture made at the Cape of Good Hope. It appears by reference to the gazettes, and in the allegation, and in all the evidence, as far as it is necessary for me to state it, that these ships were employed to carry a number of troops to the Cape of Good Hope. The greatest part of the naval operations, necessary for the reduction of that colony, had been performed, before the arrival of these ships; and there appears to have been only one particular piece of military service performed on the part of the navy after their arrival, and on which only one of these ships was employed: that vessel will undoubtedly be allowed to share; as to the rest, although it must be admitted, on all sides, that the East-India Company have performed services, in respect to this expedition, which may entitle them to the thanks of their country; yet the question of legal merit, whether they will be entitled to share in the proceeds of this prize, will depend on very different considerations.

“ It

“ It is not stated in what way the agreement was made with these ships, whether it was to act in a military capacity or not; if it was to act in a military character, that might nearly decide the question. But nothing is said on this subject in the plea, and therefore I must infer that no such ground of pretension could be sustained. All that is said is ‘ that they carried out General Clarke and his troops.’ It is perfectly clear, that at the time of leaving the coasts of Brasil, it was perfectly unknown to these ships for what attack these troops were conveying:—Whether, by virtue of their contract, they were to stay at any place, or come away after the troops were landed at such place, is wrapped in complete silence; and therefore, for want of any more particular description, I can look only to their general character, which is that of merchant vessels, commissioned against the French, but having no commission against that enemy who was the particular object of this expedition; whatever their force may have been, I do not see that they can be considered, in their original character, as more than transport vessels, liable to be called upon occasionally to act, with alacrity and vigor; (for British vessels, of any character, are liable to be so called upon on extraordinary occasions of public necessity;) but not deriving from that circumstance, as far as this expedition was concerned, any title to invest them with a military character; for the mere conveyance of troops would have no such effect. At the same time, it is true, that a military character might be afterwards impressed upon them, by the nature and course of their subsequent employment. If they have been associated to act, in conjunction with the King’s fleet, and did so act, they may acquire an interest, which, on proper application, will be sure to meet with due attention. The question, for me to consider, then will be, whether they have acquired that military character or not? Their pretensions have been put on several grounds; it is first said, that they were associated with the fleet; mere association will not do, the plea must go farther, and shew in what capacity they were associated, and that capacity must be directly military. Transports are associated with fleets and armies for various purposes, connected with, or subservient to the military uses of those fleets and armies. But if they are transports merely, and as such are employed simply in the transportation of stores or men, they do not rise above their

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A.D. 1799 their proper mercantile character in consequence of such an employment; the employment must be that of an immediate application to the purposes of direct military operations, in which they are to take a part.

“ It is next placed, on the ground of intimidation; and it is said, that when the enemy is proved to have been intimidated, where it is not matter of inference, but of actual proof; the assistance arising from intimidation is not to be considered as constructive merely, but an actual and effective co-operation. But I take that not to be quite correct; for an hundred instances might be mentioned in which actual intimidation might be produced, without any co-operation having been given. Suppose the case of a small frigate, going to attack an enemy's vessel, and four or five large merchant ships, unconscious of the transaction, should appear in sight; they might be objects of terror to the enemy, but no one would say, that such a terror would entitle them to share; though the fact of terror was ever so strongly proved, there would not be that co-operation, nor that active assistance which the law requires, to entitle non-commissioned vessels to be considered as joint captors. What is the intimidation alledged?—‘ That the Dutch forces were about to make an attack on the British army, but on the appearance of these fourteen ships, desisted.’ This was an intimidation, of which the ships were totally unconscious; and which would have been just as effectually produced by a fleet of mere transports; and I see no principle on which I could pronounce these ships entitled, on which I should not be also obliged to pronounce any fleet of merchantmen entitled in a similar situation; for any number of large ships, known to be British, and not known to be merchantmen, would have produced the same effect. The intimidation was entirely passive, there was no *animus* nor design on their part, nor even knowledge of the fact; for it was not till the next day, when their commodore returned from Lord Keith, that they knew any thing of the matter, or ever thought of the terror that they had assisted in exciting. I take it to be uncontrovertibly true, that no case can be alledged in which a terror so excited, has been held to enure to the benefit of a non-commissioned vessel. Another ground on which it is put, and which it may be proper for me to advert to, is the ground of analogy. That it is a case of assistance, analogous to that of joint chasing, on which

which it is said to be sufficient, if the non-commissioned A.D.
ship put itself in motion: and the cases of the **Twee Ge-* 1799
suster .

• “ This was the case of a Dutch ship, taken 31st Dec. 1780.

“ The circumstances of the case were, that on the morning of the 31st, the prize in question, of 300 tons and 16 men, was discovered by two armed cutters, the Providence and Spitfire, each manned with 16 men, (the Providence being commissioned, and the Spitfire not commissioned, against the Dutch), when they immediately chased; the Providence first reached the prize; the Spitfire being then distant about one English mile, soon afterwards came up, and immediately afterwards the prize was seized by the Providence and the Spitfire; her prisoners and papers secured, some in the Providence, and some in the Spitfire; and the master of the Spitfire was put on board the prize, with several men, and the Providence left the prize with the Spitfire to convey her to Dartmouth.

“ These facts were acknowledged, and the Spitfire was allowed to have been a joint chaser by the Providence.

“ The sentence of the Judge of the High Court of Admiralty, 21st June 1783, pronounced the Providence to be the captor, but that the Spitfire was aiding and abetting; and decreed the Spitfire to take half the share she would have been entitled to, had she had a commission against the Dutch.

“ This part of the sentence being appealed from, on the part of the Providence, the Proctor of the Admiralty intervened, 15th Feb. 1785, and prayed, that such part of the prize as the Spitfire would have been entitled to, if commissioned, might be condemned as a droit of Admiralty.

“ On the 8th of March 1785, the Lords of Appeal pronounced for the interest of the King, in his office of admiral; and that such proportion of the prize as would have belonged to the Spitfire, if commissioned, was liable to confiscation as a droit and perquisite of Admiralty, and condemned the prize ‘ as taken by the private ship of war the Providence, and the non-commissioned ship the Spitfire; and directed the same to be shared in proportion accordingly.—Present,

Lord Camden,
Lord Grantly,
Sir Joseph Yorke,
Sir Lloyd Kenyon, Master of the Rolls.

“ A circumstance not unworthy of notice in this case, though not affecting the judgment, was, that it was stated on the part of the Spitfire, ‘ that on the commencement of hostilities against the Dutch, the owners of the Spitfire fitted her out as a private ship of war, sent her on a cruize against his Majesty’s enemies, and applied for letters of marque; that the Commissioners of the Admiralty granted a warrant to the Judge of the Admiralty to issue letters of marque and general reprisal against the Dutch, to Tessier the master of the Spitfire, on the 29th of December 1780; but by reason of the then great flood of business in the Admiralty Court, the letters of marque could not be obtained under seal, till the first day of January 1781, and that this capture was made on the 31st Dec.’

“ This was stated among other points, in the *præsertim* of appeal: but the claim of the non-commissioned captor was not allowed.—From which it appears, that the endeavours of the party to obtain his commission,

A. D. *suster* in the last war, and the *Le Franc*,* have been
 1799 relied upon. I see no ground on which the analogy can be
 supported: the cases cited were of a different nature; in
 both

mission, aided even by the warrant of the Lords of the Admiralty for its passing, will not be sufficient to vest any interest on intermediate captures, till the commission is actually issued.

* "The *Le Franc*, Caspe master.

"This was a French East-India ship taken by several vessels, composing part of a British East-India fleet, 24th June 1793.

"Of the ships in question, the *Glatton*, Captain Drummond, had not taken out a letter of marque; the others were commissioned as private ships of war.

"On the part of the *Glatton* an appearance was given, praying a decision on the interests on the question of law. The facts being admitted on all sides, 'that she was not a commissioned ship, and that she was materially instrumental to the capture,' the Proctor of the Admiralty appeared for the King in his office of Admiralty, praying that such proportion of the prize in question as would have been condemned to the *Glatton*, if she had been a commissioned ship, might be pronounced liable to confiscation to the King in his office of Admiralty, as a droit and perquisite of Admiralty.

"The sentence of the High Court of Admiralty condemned the prize, as taken by six private ships of war, and the *Glatton*, but condemned the *Glatton's* share as a droit and perquisite of Admiralty.

"The facts, as to the situation and merits of the *Glatton*, are thus represented in the words of the certificate of the commanders of the six private ships of war, presented to the Lords of the Admiralty, annexed to the memorial on the part of the *Glatton*, praying to be rewarded.

"We, the subscribed commanders of the six duly commissioned private ships of war, which with the non-commissioned ship *Glatton*, Charles Drummond commander, captured the French prize *Le Franc*, do hereby certify, that at day-light on the 24th of June 1793, the *Glatton* was from 10 to 15 miles to windward of our ships, and at the same time the prize was upon the *Glatton's* weather quarter, distant about three miles steering to the northward; Captain Drummond thereupon (supposing her to be an enemy) kept the wind until he found the *Glatton* could weather her, and then wore, and chased the prize until she was brought to by the *Ceres* and some of the other ships: And we do further certify, that had the *Glatton* not been to windward, it would have been impossible for the other ships to have come up with the prize, as when she had discovered the ships to leeward, she might have kept to windward and got off, had she not been prevented by the *Glatton*. Witness our hands, the 25th of March 1795."

"In the same case a claim was given for the *Barwel*, and several other ships of this fleet, stating, 'that they sailed as an associated and confederated fleet, for mutual defence, by particular direction of the East-India Company; that they were altogether on the evening of the 23d of June 1793; that during the night some of the ships had separated; that on the morning of the 24th about six o'clock, the *Barwel* perceived one of the said ships to the eastward; that the commodore made signal to the *Barwel* to chase; that after chasing three hours, she came completely in sight of the said ships that had separated, and when she came up with them, &c. she found they had taken the prize in question.'

"The claim on the part of these ships was rejected."

both of them the non-commissioned ships chased *animo A.D.*
capiendi, and contributed materially, in the case of the *Le 1799*
Franc, directly and immediately, to the act of capture. In
the present case, these ships approached, it is true, the coast
of the Cape of Good Hope, but with no *animus capiendi*,
with no hostile purpose entertained by themselves; for they
were totally ignorant of the objects of the expedition. It
is, moreover, obvious to remark, that all cases of joint
chasing at sea differ so materially from the cases of conjunct
operations at land, that they are with great danger of inac-
curacy applied to illustrate each other. In joint chasing at
sea, there is the overt act of pursuing, by which the design
and actual purpose of the party may be ascertained; and
much intimidation may be produced: but in cases of con-
junct operations at land, it is not the mere intrusion even of
a commissioned ship, that would entitle parties to share.
The words of the act of parliament direct, ‘ That in all
conjunct expeditions of the navy and army, against any for-
tress upon the land, directed by instructions from his Ma-
jesty, the flag and general officers, and commanders, and
other officers, seamen, marines, and soldiers, shall have
such proportionable interest and property, as his Majesty,
under his sign manual, shall think fit to order and direct.’
The interest of the prize is given to the fleet and army,
and it would not be the mere voluntary interposition of a
privateer that would entitle her to share. It would be a
very inconvenient doctrine, that private ships of war, by
watching an opportunity, and intruding themselves into an
expedition, which the public authority had in no degree
committed to them, should be at liberty to say, ‘ we will
co-operate;’ and that they should be permitted to derive an
interest from such a spontaneous act, to the disadvantage of
those to whom the service was originally entrusted. Expe-
ditions of this kind, designed by the immediate authority of
the state, belong exclusively to its own instruments, whom
it has selected for the purpose; and it might be attended with
very grave obstructions to the public service of the country,
if private individuals could intrude themselves into such un-
dertakings, uninvited and under colour of their letter of
marque. I think, therefore, that the cases of chasing at
sea, and of conjunct operations at land, stand on different
principles; and that there is little analogy, which can make
them clearly applicable to each other. It is next said, that
they

A. D. 1799 they were directed to hoist pendants; and that it was the opinion of a very high military* officer, in a former case, that the permission to wear the pendant did give the character of a king's ship: but the decision, in the very case in which that opinion was offered, (in the capture of Negapatam), held, that a ship, which in that case had worn a pendant, was not to be considered in a military character, but as a transport; the mere circumstance therefore, that these ships, which were large ships, and had before carried pendants, and had taken them down only out of respect to the king's ships, and were desired to hoist them again, I cannot hold to be a sufficient proof, that they were by that act taken and adopted into the military character; I can attribute no such effect to a mere act of civility and condescension.

“ In the next place, it is argued, that these ships were actually employed in military service, although there is no such averment in the plea. It comes out in evidence only, (by which I must observe the other party is deprived of the opportunity of counterpleading), that their boats were employed in carrying provisions and military stores on shore: that was a service certainly, but not a service beyond the common extent of transport duty. They landed them, probably at the same time with the troops for whose use they were intended; and if not at the same time, still it is no more than what they were bound to do with the stores and provisions they carried.

“ It is likewise said, that they received military orders; and if that fact was sufficiently proved, it might be material; but it is observable, that not a single order is pleaded in the allegation, except in respect to the Bombay Castle: that vessel, it appears, was sent under military orders to create a diversion; and I think I do not give too much to that ship, when I say, that this circumstance was sufficient to cloath her with a military character, being engaged in a military employment and exposed to danger: but it is argued, that because orders were given to man this ship by detachments from the rest, that it will make the whole fleet entitled to be

* “ The Advocate of the Admiralty had said, during the cause, that in the case of Negapatam, he had waited on Lord Hood, and had received his Lordship's authority to state it, as his opinion, ‘ That the permission of the admiral of the fleet to merchant vessels to wear pendants, was considered as an act, adopting them into the King's service, for that occasion.’ ”

considered

considered as acting likewise in a military capacity. Taking it upon the argument, that this was done by orders directly from Lord Keith, I cannot think it would have that effect; for in the first place, can it be denied, that a commander in chief might exercise a power of impressing a number of their crews, without giving to those ships any thing of a military character? It is within the power of commanders on maritime expeditions, to press persons of that description to assist in any particular service, in such a case of public emergency. But no such orders are pleaded, nor by any means proved to have been given: the communication was carried on between Lord Keith and one particular person, Captain Rees, in the same manner as it would have been done, if they had been mere transport-vessels; and the only order mentioned was, that the crew of the Bombay Castle should be increased.

“ The next military orders that are relied on, are those for a draft of twenty men from each ship, for the purpose of drawing the artillery, &c. and I think the same observation would apply to these also; for I have no hesitation in saying, that in a remote expedition like this, the commanders of his Majesty's forces have a right to call into their service, for such purpose, the assistance of British mariners; and I hope, and trust, the time will never come, when British mariners will think that they are called beyond the line of their duty, when they receive an order to that effect. The fact is, that it was done rather by invitation, as a better mode of doing it, and the words of Captain Rees's deposition describe it, as an address for volunteers, rather than as an exercise of authority and command. These are the whole military services, with the exception of those indefinite services, on which much argument has been bestowed; I mean those referred to in Lord Keith's letter; in which Lord Keith acknowledges that these transports had contributed to the surrender. In the first place, a letter of that kind, written in the moment of victory, should not be too strictly interpreted as conveying any opinion of the writer, on the minute parts of the transaction: taking it, however, to be as argued, that it does shew his sentiments at that moment on the matter; it is by no means conclusive upon the question. It might be erroneous in fact; much less can it be considered as conclusive in point of law — Lord Keith is not the only party: on the facts, it is not conclusive against others;

A.D. and on the law, it is not conclusive against himself; for if
 1799 he should be found to be mistaken, as to the legal effect of such services, who would say that he would be concluded by this admission. However, looking at the letter carefully, I do not see that Lord Keith might not have written just in the same manner to a fleet of transports doing their duty with alacrity and zeal, as a general expression of thanks for the performances of those services, in which they had been respectively employed.

“ Upon the whole of these facts, I feel myself obliged to pronounce, that it has not been shewn that these ships set out in an original military character; or that any military character has been subsequently impressed upon them by the nature and course of their employment; and therefore, however meritorious their services may have been, and however entitled they may be to the gratitude of their country, it will not entitle them to share in this valuable capture.”

MEDITERRANEAN.*

On the 6th of February, the *Argo*, of 44 guns, commanded by Captain James Bowen, being on a cruise off the coast of Catalonia, in company with the *Leviathan*, discovered two large Spanish frigates at anchor near a fortified tower on the South point of the *Bahia d'Alcude*; who immediately upon perceiving the British ships cut their cables, and made sail to the N. N. E.; chase was instantly given, under all the canvas the ships could bear; it blowing at this time a strong gale, the *Leviathan* unfortunately carried away her main-top-sail yard, by which accident she dropped so much a-stern as to be soon out of sight of the *Argo*. The Spaniards at the close of the day separated: Captain Bowen, however, by judicious management and skilful manœuvres, kept sight of one of the frigates, which at midnight he got alongside of; the *Leviathan* at the same time coming up, she surrendered after the first broadside, and proved to be the *Santa Theresa*, commanded by Don Pablo Perez, mounting 42 guns, and manned with 280 seamen and marines, besides 250 soldiers.

The frigate which made her escape, was the *Proserpine* of the same force.

* Appendix, Chap. II. No. 384.

On the 16th of February Captain John Markham, in the Centaur, with the Leviathan, Argo, and Cormorant, attacked the town of Combrelles; the Spaniards being driven from the batteries, the boats of the squadron were sent in under the command of Lieutenant Grosset, who dismounted the guns, burnt five settees, and took three others, with two tartans laden with wine. A.D. 1799

On the 22d of February, L'Espoir sloop of war, Captain James Sanders, being off the town of Morbello, came up with two Spanish armed xebecs, one of which, after a sharp contest of an hour and fifty minutes, was carried by boarding. She proved to be the Africa, of 14 long four pounders, and 4 brass four pound swivels, 75 seamen, and 38 foldiers, commanded by Josepho Subjado, who, with two officers and 25 seamen, were wounded; one officer and eight seamen killed. L'Espoir had two seamen killed, and two wounded.

On the 1st of March the island of Corfu surrendered to the Russian and Turkish forces. His Majesty's late ship the Leander was amongst the vessels captured in the harbour. The Emperor of Russia, as a compliment to the King of Great Britain, ordered her to be restored; she was accordingly delivered up to the commander in chief in the Mediterranean.

The following letters passed between Captain Thomas Trowbridge, who was entrusted by Rear Admiral Lord Nelson with the command of a small squadron on the coast of Naples, and the French General Macdonald.

*" Culloden, at anchor off the Isle of Procida,
" April 5, 1799.*

" To his Excellency General MACDONALD.

" Sir,

" Having learnt that the French corsair, Le Championnet, a prize belonging to one of his Majesty's ships under my command, has been driven by bad weather into the port of Castell al Mare; and having during the last five months released near 4000 French prisoners, I trust that your Excellency will set at liberty the midshipman, and seven English sailors whom you now have in your power; I must also inform your Excellency, that on the 10th I sent from Palermo for Nice, a cartel, with 300 French prisoners on board.

A.D. 1799 “ It is with real concern, I learn, that the property of our minister, Sir William Hamilton, is detained in his house at Naples. You, Sir, as an officer and a soldier, should know that the effects of ambassadors have never been considered as the fruits of victory; and I am confident, that what has taken place, must have been done without your knowledge. A minister is forced to follow the court to which he is sent. I request you to remember, what was the conduct which was pursued towards your Consul and your merchants at Leghorn, when we took possession of that port in November last.

“ I must also inform you, that I took off the heights of Alexandria, one Monsieur Beauchamp, dressed as a Turk, on his road to Constantinople, as a spy, with secret instructions, and having about him near 600*l.* sterling concealed in his clothes, which I returned him, conceiving it to be the duty of every officer to mitigate the scourge of war, which should be made to fall as lightly as possible on individuals, and to treat his prisoners with every kindness in his power. I should be happy if I could say that our officers, soldiers, and sailors had been treated in that manner by the Directory. I hope, Sir, after this explanation, that you will make no difficulty in restoring the above midshipman and sailors to the officer who brings this letter, and that you will release all the English in your power. I will take care to keep a list of them, and the officer will give you a receipt for such men as you shall send me.

“ I have the honour to be, with high consideration,

“ Your very humble, and very obedient servant,

T. TROWBRIDGE.”

Reply of General Macdonald.

“ Sir,

“ The crew of the small vessel driven by bad weather into Castell al Mare, are at present performing quarantine; but as soon as the officer of health shall have declared that there is no danger in a communication with them, I will give the necessary orders for sending them on board.

“ The officer whom you have sent, may convince himself that your minister left nothing behind him here, but the bare walls of his house. Such at least is the state in
which

which it was found at the time of the conquest of Naples. A.D.
 You, Sir, who so well understand the law of nations, 1799
 should remind the ex-king of Naples of it, who at this
 moment keeps in chains, without reason, and without motive,
 the vice consul of the French republic.

“ I beg you will be persuaded, Sir, that your prisoners
 have been treated with all the care, and all the attention
 that misfortune can claim, and humanity bestow. I should
 be glad if I could say the same of the agents of your government,
 and of you in particular.

“ I am with consideration, &c.

“ MACDONALD.”

Events which occurred in Egypt.

The naval occurrences which happened on the coast of
 Egypt and Syria, are extremely interesting; it will therefore
 be necessary, frequently to insert the letters of Captain Sir
 William Sidney Smith, who commanded the British forces;
 in order to illustrate clearly, the heroic exploits of that gallant
 and indefatigable officer, together with those employed under
 his immediate command, during one of the most arduous and
 hazardous enterprises ever recorded.

The first of these bold achievements, was his defeat of
 the French army, before St. Jean d'Acre, of which he gives the
 following account in his letter to Earl St. Vincent.

Tigre, off St. John d'Acre, 23d March, 1799.

“ My Lord,

“ I have the honour to inform you, that in consequence
 of intelligence from Gezar Pacha, governor of Syria, of the
 incursions of General Bonaparte's army into that province,
 and its approach to its capital, Acre, I hastened with a
 portion of the naval force under my orders to its relief,
 and had the satisfaction to arrive there two days before the
 enemy made its appearance.

“ Much was done in this interval, under the direction of
 Captain Miller, of the *Theseus*, and, Colonel Philipeaux,
 towards putting the place in a better state of defence, to
 resist the attack of an European army; and the presence

A.D. of a British naval force appeared to encourage, and to decide the Pacha and his troops to make a vigorous resistance.

1799

“ The enemy’s advanced guard was discovered at the foot of Mount Carmel, in the night of the 17th, by the Tigre’s guard-boats; these troops not expecting to find a naval force of any description in Syria, took up their ground close to the water side, and were consequently exposed to the fire of grape shot from the boats, which put them to the route the instant it opened upon them, and obliged them to retire precipitately up the side of the mount. The main body of the army finding the road between the sea and mount Carmel thus exposed, came in by that of Nazareth, and invested the town of Acre to the east, but not without being much harrassed by the Samaritan Arabs, who are even more inimical to the French than the Egyptians, and better armed. As the enemy returned our fire by musquetry only, it was evident they had not brought cannon with them, which were therefore to be expected by sea, and measures were taken accordingly for intercepting them; the Theseus was already detached off Jaffa (Joppa). The enemy’s flotilla, which came in from sea, fell in with and captured the Torride, and was coming round Mount Carmel, when it was discovered from the Tigre, consisting of a corvette and nine sail of gun vessels, on seeing us, they instantly hauled off. The alacrity of the ship’s company in making sail after them, was highly praiseworthy; our guns soon reached them, and seven as per inclosed list struck; the corvette, containing Bonaparte’s private property, and two small vessels escaped, since it became an object to secure the prizes without chasing further; their cargoes consisting of the battering train of artillery, ammunition, platforms, &c. destined for the siege of Acre, being much wanted for its defence. The prizes were accordingly anchored off the town, manned from the ships, and immediately employed in harrassing the enemy’s posts, impeding his approaches, and covering the ships boats sent further in shore to cut off his supplies of provisions conveyed coastways. They have been constantly occupied in these services for these five days and nights past; and such has been the zeal of the crews, that they requested not to be relieved, after many hours successive labour at the guns and oars. I am very sorry to say, that we met with some loss, as per inclosed list, which however

is

is balanced by greater on the part of the enemy, by the encouragement given to the Turkish troops from our example, and by the time that is gained for the arrival of a sufficient force to render Bonaparte's whole project abortive. I have had reason to be perfectly satisfied with the gallantry and perseverance of lieutenants Bushby, Inglefield, Knight, Stokes, and lieutenant Burton of the marines, and of the petty officers and men under their orders.

“ I have the honour be, &c.

“ W. SIDNEY SMITH.”

List of the Gun Vessels composing the French Flotilla, bound from Alexandria, and Damietta, to St. John d'Acre, taken off Cape Carmel, by his Majesty's Ship Tigre, 18th March, 1799.

La Nigresse of 6 guns, and 53 men,

La Tendre of 8 guns, and 52 men.

La Dangereuse of 6 guns, and 23 men.

La Maria Rose, of 4 guns, and 23 men.

La Dame de Grace, of 4 guns and 35 men.

Les Deux Freres, of 4 guns, and 23 men.

La Torride, retaken, of 2 guns, and 30 men.

Total, 7 gun-boats, 34 guns, and 230 men.

“ These gun-boats were loaded, besides their own complement, with battering cannon, ammunition, and every kind of siege equipage, for Bonaparte's army before Acre.”

“ W. SIDNEY SMITH.”

N. B. The Marianne gun-boat was taken previously, and the transport, No. I. subsequently by the Tigre.

Return of the killed and wounded in the boats of his Majesty's ships, Tigre and Theseus, and in the gun vessels employed against the French army before Acre, from the 17th to the 23d of March, 1799.

Tigre—Mr. Arthur Lambart, Mr. John Goodman, and Mr. John Gell, midshipmen, and 8 seamen killed; 20 seamen wounded, of which 8 are among the 20 prisoners.

X 4

Theseus

A. D. Theseus—Mr. John Carra, midshipman, killed; John
:799 Waters, midshipman, and 6 seamen wounded.

Total—Four midshipmen and 8 seamen killed; and 1
midshipman and 26 seamen wounded.

“ W. S. SMITH.”

“ On board his Majesty’s
ship Tigre, before Acre,
March 23, 1799.

N. B. The officers, petty officers, and seamen employed
in this service were volunteers. The dead bodies of Mr.
Gell, and Peter M’Kircher, seaman, which fell into the
hands of the enemy, were buried by them with the honours
of war.

The check which the French army had met with, and
the loss of their heavy cannon and stores, made Bonaparte
draw back his out-posts, and encamp his army on an insu-
lated height, which borders the sea at about a mile distance.
After taking possession of Saffet, Nazareth, and Scheffam,
in order to clear the passes on the road to Damascus; Bo-
naparte reconnoitred St. Jean d’Acre more accurately with
his officers of artillery and engineers, Domantin and Caf-
farelli, and determined to attack the front on the east of the
town. On the 20th of March, the trench was opened
at 900 feet from the place. The French pushed their
works at first with so much activity, that the ninth day after
the opening of the trench, they had 12 pieces of cannon
and 4 mortars mounted, and played with such effect as to
pierce the tower, while a branch of the mine had been
pushed on to blow up the counterscarp. The mine was
sprung, but it only made a hole in the glacis; the French
thought the counterscarp injured. The ditch which had
been badly reconnoitred, had appeared but of little depth;
the ardour of the grenadiers, and the contempt with which
the taking of Jaffa had inspired them for this kind of for-
tification, did not suffer them to hesitate. Instead, how-
ever, of finding every obstacle smoothed and levelled, they
were stopped by a ditch of fifteen feet, of which scarcely
half was filled up by the rubbish of the breach: they
plunged into it, placed ladders, climbed the breach, but
found themselves separated by the counterscarp from the
troops which were to support them. Mailley, Lescalles,
and Langier, the officers who headed the attack under a
most dreadful fire perished. The Turks, who had aban-
doned

done the tower, re-entered it, and the French retreated A.D. to their trenches. During this time the ships under Sir 1799 Sidney Smith had been forced to sea in a heavy gale, excepting the Alliance and Prize gun-boats, which fortunately rode out the storm. On his return he found that Captain Wilmot had been indefatigable, in mounting the prize guns under the direction of Colonel Philipeaux, an able officer of engineers, and that the fire therefrom had slackened that of the enemy; as there was much to be apprehended from the effect of the mine which led under the counterscarp, a sortie was determined on, in which the seamen and marines were to force their way into it, while the Turkish troops attacked the enemy's trenches on the right and left. The sally took place just before day-light, on the morning of the 9th of April; the impetuosity and noise of the Turks rendered the attempt to surprize the enemy abortive, though in other respects they displayed great valour. Lieutenant Wright of the Tigre, who commanded the seamen pioneers, notwithstanding he received two shots in his right arm as he advanced, entered the mine with the pikemen, and proceeded to the bottom of it, where he verified its direction, and destroyed all that he could in its then state, by pulling down the supporters. Major Douglas of the marines, to whom Sir Sidney Smith had given the necessary rank of colonel, to enable to command the Turkish officers of that rank, supported the seamen in this desperate service with great gallantry, under the increased fire of the enemy, bringing off Lieutenant Wright who had scarcely strength left to get out of the enemy's trench, from which they were not dislodged; with Mr. Janverin, midshipman, and the rest of the wounded. The only officer who was killed on this occasion, was Major Oldfield, of the marines, an officer of distinguished merit.

Sir Sidney Smith says in his letter, dated the 2d of May, to Earl St. Vincent. The enemy continue to make the most vigorous efforts to overcome our resistance in the defence of this place (Acre). The garrison has made occasional sorties, protected by our small boats on their flank with field pieces, in which the most essential service has been performed by Lieutenant Brodie, and Mr. Atkinson of the Theseus, and Mr. Ives, master of the Tigre, who commanded them. Yesterday, the enemy, after many hours heavy cannonade from thirty pieces of artillery brought from

A.D. 1799 from Jaffa, made a fourth attempt to mount the breach now much widened; but were repulsed with loss. The Tigre moored on one side, and the Theseus on the other, flank the town walls; the gun-boats, launches, and other rowing boats, continue to flank the enemy's trenches to their great annoyance. Nothing but desperation can induce them to make the sort of attempts they do, to mount a breach practicable only by means of scaling ladders, under such a fire as we pour in upon them; and it is impossible to see the lives even of our enemies thus sacrificed, and so much bravery misapplied without regret. Our loss is as per last enclosed, and we have therein to lament some of the bravest and best among us. Captain Wilmot was shot on the 8th ultimo, by a rifleman, as he was mounting an howitzer on the breach; the loss is severely felt. We have run out a ravelin on each side of the enemy's nearest approach, in which the marines of the Tigre and Theseus have worked under a heavy and incessant fire from the enemy, in a way that commands the admiration and gratitude of the Turks, as it is evident the flanking fire produced from them contributed much to save the place yesterday. Colonel Philipeaux of the engineers, who projected and superintended the execution, has fallen a sacrifice to his zeal for this service; want of rest, and exposure to the sun having given him a fever, of which he died this morning; our grief for this loss is excessive on every account. Colonel Douglas supplies his place, having hitherto carried on the work under his direction, and is indefatigable in completing it for the reception of cannon. I must not omit to mention, to the credit of the Turks, that they fetch the gabions, fascines, and those materials which the garrison does not afford, from the face of the enemy's works, setting fire to what they cannot bring away. The enemy repair in one night all the mischief we do them in the day, and continue within half pistol shot of the walls in spite of the constant fire kept up from the ramparts under the direction of Lieutenant Knight.

Return of the killed and wounded belonging to his Majesty's ships Tigre, Theseus and Alliance, at the sortie from the town of Acre, against the French besieging that town on the 9th of April, 1799.

Tigre—Lieutenant Wright, Mr. Janverin midshipman, and 11 men wounded.

Theseus

Thefeus—Major Oldfield, and 2 marines killed; Lieu- A.D.
tenant Beaty of marines, Mr. James, M. B. Forbes, mid- 1799
shipmen (slightly), 1 ferjeant and 4 marines wounded.

Alliance—One seaman and two marines wounded.

Total—One major and 2 marines killed; 1 lieutenant
of marines, 2 midshipmen, 1 ferjeant, 6 marines, and 12
seamen wounded.

Return of casualties, killed and wounded, belonging to
his Majesty's ships *Tigre*, *Thefeus*, and *Alliance*, between
the 8th of April, 1799, and the 2d of May following,
employed in the defence of Acre.

Tigre—Mr. Edward Morris, midshipman, and 3 seamen
killed; lieutenant Knight and 7 seamen wounded.

Thefeus—One seaman killed, 1 marine wounded.

Alliance—Captain Wilmot, killed by a rifle shot as he
was mounting a howitzer on the breach.

Total—One captain, 1 midshipman, and 4 seamen
killed; 1 lieutenant, 7 seamen, and 1 marine wounded.

About the first of May, Bonaparte was strengthened by
the arrival of some pieces of battering artillery; three 24
pounders brought by the frigates under Vice Admiral
Perée to Jaffa, and fix 18 pounders sent from Damietta;
these pieces were immediately planted against the town,
and the siege was carried on with redoubled vigour—at
this period the French met with a great loss in General
Caffarelli, one of their principal engineers, who died of
the wounds he had received a few days before.

The subsequent events which happened during the re-
mainder of the siege, until the raising of it, are most clearly
and emphatically related in the following letters from Sir
Sidney Smith, to Rear Admiral Lord Nelson.

Tigre, Acre, May 9th, 1799.

“ My Lord,

“ I had the honour to inform your lordship, by
my letter of the 2d instant, that we were busily employed
in completing two ravelins for the reception of cannon, to
flank the enemy's nearest approaches, distant only ten yards
from them. They were attacked that very night, and also
every night since; but the enemy have each time been re-
pulsed with very considerable loss. The enemy continued to
batter in breach with progressive success, and have nine
several times attempted to storm, but have as often been
beaten

A. D. 1799 beaten back with immense slaughter. Our best mode of defence has been frequent sorties, to keep them on the defensive, and impede the progress of their covering works. We have thus been in one continual battle ever since the beginning of the siege, interrupted only at short intervals by the excessive fatigue of every individual on both sides. We have been long anxiously looking for a reinforcement, without which we could not expect to be able to keep the place so long as we have. The delay in its arrival being occasioned by Hassan Bey's having originally received orders to join me in Egypt; I was obliged to be very peremptory in the repetition of my orders for him to join me here; it was not, however, till the evening of the day before yesterday, the 51st day of the siege, that his fleet of corvettes and transports made its appearance. The approach of this additional strength was the signal to Bonaparte for a most vigorous and persevering assault, in hopes to get possession of the town before the reinforcement to the garrison could disembark.

“The constant fire of the besiegers was suddenly increased tenfold; our flanking fire from afloat, was as usual plied to the utmost, but with less effect than heretofore, as the enemy had thrown up epaulements, and traverses of sufficient thickness to protect him from it. The guns that could be worked to the greatest advantage, were a French brass 18 pounder, in the light-house castle, manned from the *Theseus*, under the direction of Mr. Scroder, master's mate; and the last mounted 24 pounder in the north ravelin manned from the *Tigre*, under the direction of Mr. Jones, midshipman. These guns being within grape distance of the head of the attacking column, added to the Turkish musquetry, did great execution; and I take this opportunity of recommending these two petty officers, whose indefatigable vigilance and zeal, merit my warmest praise. The *Tigre's* two 68 pound carronades, mounted in two gorges lying in the mole, and worked under the direction of Mr. Bray, carpenter of the *Tigre*, (one of the bravest and most intelligent men I ever served with) threw shells into the center of this column with evident effect, and checked it considerably. Still, however, the enemy gained ground, and made a lodgement in the second story of the north east tower; the upper part being entirely battered down, and the ruins in the ditch forming the ascent by which they

they mounted. Day-light shewed us the French standard on the outer angle of the tower. The fire of the besieged was much slackened, in comparison to that of the besiegers, and our flanking fire was become of less effect, the enemy having covered themselves in this lodgment, and the approach to it, by two traverses across the ditch; which they had constructed under the fire that had been opposed to them during the whole night, and which were now seen composed of sand bags, and the bodies of their dead built in with them, their bayonets being only visible above them. Hassan's Bey's troops were in the boats, though as yet but half way in shore. This was a most critical point of the contest; an effort was necessary to preserve the place for a short time till their arrival.

" I accordingly landed the boats at the Mole, and took the crews up to the breach, armed with pikes. The enthusiastic gratitude of the Turks, men, women, and children, at the sight of such a reinforcement, at such a time, is not to be described.

" Many fugitives returned with us to the breach, which we found defended by a few brave Turks, whose most destructive missile weapons, were heavy stones, which, striking the assailants on the head, overthrew the foremost down the slope, and impeded the progress of the rest. A succession, however, ascended to the assault, the heap of ruins between the two parties, serving as a breast work for both; the muzzles of their muskets touching, and the spear heads of the standards locked. Ghezzar Pacha hearing the English were on the breach, quitted his station, where, according to the ancient Turkish custom, he was sitting to reward such as should bring him the heads of the enemy, and distributing musket cartridges with his own hands. The energetic old man coming behind us, pulled us down with violence; saying, if any harm happened to his English friends, all was lost. This amicable contest, as to who should defend the breach, occasioned a rush of Turks to the spot; and thus time was gained for the arrival of the first body of Hassan Bey's troops. I had now to combat the Pacha's repugnance to admitting any troops but his Albanians into the garden of his seraglio, become a very important post, as occupying the terreplein of the rampart. There was not above 200 of the original 1000 Albanians left alive. This was no time for

A.D. 1799 for debate, and I over-ruled his objections by introducing the Chifflic regiment of 1000 men, armed with bayonets, disciplined after the European method, under Sultan Selim's own eye, and placed by his imperial Majesty's express commands at my disposal. The garrison animated by the appearance of such a reinforcement, was now all on foot; and there being consequently enough to defend the breach, I proposed to the Pacha, to get rid of the object of his jealousy, by opening the gates, to let them sally, and take the assailants in flank; he readily complied, and I gave directions to the colonel to get possession of the enemy's third parallel, or nearest trench, and there fortify himself by shifting the parapet outwards. This order being clearly understood, the gates were opened, and the Turks rushed out; but they were not equal to such a movement, and were driven back to the town with loss. Mr. Bray, however, as usual, protected the town gates efficaciously with grape from the 68 pounders. The sortie had this good effect, that it obliged the enemy to expose themselves above their parapets, so that our flanking fire brought down numbers of them, and drew their force from the breach, so that the small number remaining on the lodgment were killed, or dispersed by our few remaining hand grenades thrown by Mr. Savage midshipman, of the *Theseus*. The enemy began a new breach, by an incessant fire directed to the southward of the lodgment, every shot knocking down whole sheets of wall much less solid than that of the tower, on which they had expended so much time and ammunition.

“The group of generals and aids-de-camp which the shells from the 68 pounders had frequently dispersed, was now assembled on Richard Cœur de Lion's Mount. Bonaparte was distinguishable in the center of a semi-circle; his gesticulations indicated a renewal of attack, and his dispatching an aid-de-camp to the camp, shewed that he waited only for a reinforcement. I gave directions for Hassan Bey's ships to take their station in shoal water to the southward, and made the *Tigre*'s signal to weigh and join the *Theseus* to the northward. A little before sun-set, a massive column appeared advancing to the breach with a solemn step. The Pacha's idea was not to defend the brink at this time, but rather to let a certain number of the enemy in, and then close with them, according to the Turkish mode
of

of war. The column thus mounted the breach unmolested, and descended from the rampart into the Pacha's garden, where in a very few minutes the bravest and most advanced among them lay headless corpses; the sabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet; the rest retreated precipitately; and the commanding officer who was seen manfully encouraging his men to mount the breach, and who we have since learnt to be General Lafne, was carried off, wounded by a musket shot. General Rombaudo was killed. Much confusion arose in the town from the actual entry of the enemy, it having been impossible, nay impolitic, to give previous information to every body of the mode of defence adopted, lest the enemy should come to a knowledge of it by means of their numerous emissaries.

"The English uniform, which had hitherto served as a rallying point for the old garrison, wherever it appeared, was now in the dusk mistaken for French, the newly arrived Turks not distinguishing between one hat and another in the croud, and thus many a severe blow of a sabre was parried by our officers, among which Colonel Douglas, Mr. Ives, and Mr. Jones, had nearly lost their lives, as they were forcing their way through a torrent of fugitives. Calm was restored by the Pacha's exertions, aided by Mr. Trotte, just arrived with Hassan Bey; and thus the contest of twenty-five hours ended, both parties being so fatigued as to be unable to move.

"Bonaparte will, no doubt, renew the attack, the breach being, as above described, perfectly practicable for fifty men a-breast; indeed the town is not, nor ever has been defensible according to the rules of art, but according to every other rule it must and shall be defended; not that it is in itself worth defending, but we feel that it is by this breach Bonaparte means to march to farther conquests. 'Tis on the issue of this conflict that depends the opinion of the multitude of spectators on the surrounding hills, who wait only to see how it ends to join the victors; and with such a reinforcement for the execution of his known projects, Constantinople, and even Vienna, must feel the shock.

"Be assured, my Lord, the magnitude of our obligations does but encrease the energy of our efforts in the attempt to discharge our duty; and though we may, and probably shall be

A.D. 1799 be overpowered, I can venture to say that the French army will be so much farther weakened before it prevails, as to be little able to profit by its dear bought victory.

“ I have the honour to be, &c.

“ W. SIDNEY SMITH.

“ Rear Admiral Lord NELSON.”

The following is the account which Sir Sidney Smith gives of the progress of the siege to the raising of it, in his Letter to Lord Nelson.

“ *Tigre, at anchor off Jaffa,*

“ *May 30, 1799.*

“ My Lord,

“ The providence of Almighty God has been wonderfully manifested in the defeat and precipitate retreat of the French army; the means we had of opposing its gigantic efforts against us, being totally inadequate of themselves to the production of such a result. The measure of their iniquities seems to have been filled by the massacre of the Turkish prisoners at Jaffa, in cool blood, three days after their capture; and the plain of Nazareth has been the boundary of Bonaparte's extraordinary career.

“ He raised the siege of Acre on the 20th of May, leaving all his heavy artillery behind him, either buried or thrown into the sea, where, however, it is visible, and can easily be weighed. The circumstances which led to this event, subsequent to my last dispatch of the 9th instant, are as follow:

“ Conceiving that the ideas of the Syrians as to the supposed irresistible prowess of these invaders, must be changed, since they had witnessed the checks which the besieging army daily met with in their operations before the town of Acre, I wrote a circular letter to the princes and chiefs of the Christians of Mount Lebanon, and also to the Sheiks of the Druses, recalling them to a sense of their duty, and engaging them to cut off the supplies from the French camp. I sent them at the same time a copy of Buonaparte's impious proclamation, in which he boasts of having overthrown all Christian establishments, accompanied by a suitable exhortation, calling upon them to choose between the friendship of a Christian Knight, and that of an unprincipled renegado. This letter had all the effect I could desire: they immediately sent me two ambassadors, professing

professing not only friendship, but obedience; assuring me, that in proof of the latter, they had sent out parties to arrest such of the mountaineers as should be found carrying wine and gunpowder to the French camp, and placing eighty prisoners of this description at my disposal. I had thus the satisfaction to find Bonaparte's career further northward effectually stopped by a warlike people inhabiting an impenetrable country. General Kleber's division had been sent eastward towards the Fords of the Jordan, to oppose the Damascus army; it was recalled from thence to take its turn in the daily efforts to mount the breach at Acre, in which every other division in succession had failed, with the loss of their bravest men, and three fourths of their officers. It seems much was hoped by this division, as it had by its firmness, and the steady front it opposed, in the form of a hollow square, kept upwards of ten thousand men in check during a whole day in the plain betwen Nazareth and Mount Tabor, till Buonaparte came with his horse artillery, and extricated these troops, dispersing the multitude of irregular cavalry, by which they were completely surrounded.

"The Turkish Chifflick regiment having been censured for the ill success of their sally, and their unsteadiness in the attack of the garden, made a fresh sally the next night; Solomon Aga, the lieutenant-colonel, being determined to retrieve the honour of the regiment by the punctual execution of the orders I had given him to make himself master of the enemy's third parallel, and this he did most effectually; but the impetuosity of a few carried them on to the second trench, where they lost some of their standards, though they spiked four guns before their retreat. Kleber's division, instead of mounting the breach, according to Bonaparte's intention, was thus obliged to spend its time and its strength in recovering these works, in which it succeeded, after a conflict of three hours, leaving every thing in *statu quo*, except the loss of men, which was very considerable on both sides.* After this failure, the French grenadiers absolutely refused to mount the breach any more over the putrid bodies of their unburied companions, sacrificed in former attacks, by Buonaparte's impatience and

* The French at these assaults lost Adjutant General Foulcr, Venaux, Chief of Brigade, and General Bon, besides a great number of field officers.

A.D. 1799 precipitation, which led him to commit such palpable errors as even seamen could take advantage of. He seemed to have no principle of action but that of pressing forward; and appeared to stick at nothing to obtain the object of his ambition, although it must be evident to every body else, that even if he had succeeded to take the town, the fire of the shipping must drive him out of it again in a short time; however, the knowledge the garrison had of the inhuman massacre at Jaffa, rendered them desperate in their personal defence. Two attempts to assassinate me in the town having failed, recourse was had to a most flagrant breach of every law of honour and of war. A flag of truce was sent into the town by the hand of an Arab Dervise, with a letter to the Pacha, proposing a cessation of arms for the purpose of burying the dead bodies, the stench from which became intolerable, and threatened the existence of every one of us on both sides, many having died delirious within a few hours after being seized with the first symptoms of infection. It was natural that we should gladly listen to this proposition, and that we should consequently be off our guard during the conference. While the answer was under consideration, a volley of shot and shells on a sudden announced an assault, which, however, the garrison was ready to receive, and the assailants only contributed to increase the number of the dead bodies in question, to the eternal disgrace of the General, who thus disloyally sacrificed them. I saved the life of the Arab from the effect of the indignation of the Turks, and took him off to the Tigre with me, from whence I sent him back to the General with a message, which made the army ashamed of having been exposed to such a merited reproof. Subordination was now at an end, and all hopes of success having vanished, the enemy had no alternative left but a precipitate retreat, which was put in execution in the night between the 20th and 21st instant. I had above said, that the battering train of artillery (except the carriages, which were burnt) is now in our hands, amounting to 23 pieces. The howitzers and medium twelve pounders, originally conveyed by land with much difficulty, and successfully employed to make the first breach, were embarked in the country vessels at Jaffa, to be conveyed coastwise, together with the worst among the two thousand wounded, which embarrassed the march of the army. This operation was to be expected; I took

took care, therefore, to be between Jaffa and Damietta before the French army could get as far as the former place. A. D. 1799
The vessels being hurried to sea, without seamen to navigate them, and the wounded being in want of every necessary, even water and provisions, they steered straight to his Majesty's ships, in full confidence of receiving the succours of humanity, in which they were not disappointed. I have sent them on to Damietta, where they will receive such further aid as their situation requires, and which it was out of my power to give so many. Their expressions of gratitude to us were mingled with execrations on the name of their General, who had, as they said, thus exposed them to peril, rather than fairly and honourably renew the intercourse with the English, which he had broken off by a false and malicious assertion, that I had intentionally exposed the former prisoners to the infection of the plague.* To the honour of the French army be it said, this assertion was not believed by them, and it thus recoiled on its author. The intention of it was evidently to do away the effect which the proclamation of the Porte began to make on the soldiers, whose eager hands were

* The General in Chief to the Chief of the Etat Major General.

"The Commander of the English squadron before Acre, having had the barbarity to embark on board a vessel which was infected with the plague, the French prisoners made in two tartans laden with ammunition, which he took near Caiffa, in the sortie which took place on the 18th, having been re-marked at the head of the barbarians, and the English flag having been at the same time flying over many towers in the place, the barbarous conduct which the besieged displayed, in cutting off the heads of two volunteers which were killed, must be attributed to the English commander, a conduct which is very opposite to the honours which have been paid to English officers and soldiers found upon the field of battle, and to the attention which has been shewn to wounded and to prisoners.

"The English being those who defend and provision Acre, the horrible conduct of Djezzar, who caused to be strangled and thrown into water, with their hands tied behind their backs, more than two hundred Christians, inhabitants of this country, among whom was a secretary of a French Consul, must be equally attributed to this officer, since from circumstances the Pacha found himself entirely dependent upon him.

"This officer having besides refused to execute any of the articles of exchange established between the two powers, and his proposals in all the communications which have taken place, and his conduct since the time he has been cruising here, having been those of a madman; my desire is, that you order the different commanders on the coast to give up all communication with the English fleet actually cruising in these seas.

("Signed)
Y 2

BUONAPARTE
held

A.D. 1799 held above the parapet of their works to receive them when thrown from the beach. He cannot plead misinformation as his excuse, his aid-de-camp, Mr. Lallemand, having had free intercourse with these prisoners on board the Tigre, when he came to treat about them: and having been ordered, though too late, not to repeat their expressions of contentment at the prospect of going home. It was evident to both sides, that when a general had recourse to such a shallow, and at the same time to such a mean artifice as a malicious falsehood, all better resources were at an end, and the defection in his army was consequently encreased to the highest pitch. The utmost disorder has been manifested in the retreat, and the whole tract between Acre and Gaza is strewed with the dead bodies of those who have sunk under fatigue, or the effect of slight wounds; such as could walk, unfortunately for them, not having been embarked, the rowing gun boats annoyed the van column of the retreating army in its march along the beach, and the Arabs harraled its rear when it turned inland to avoid their fire. We observed the smoke of musquetry behind the sand hills from the attack of a party of them, which came down to our boats and touched our flag with every token of union and respect. Ismael Pacha, governor of Jerusalem, to whom notice was sent of Buonaparte's preparation for retreat, having entered this town by land at the same time that we brought our guns to bear on it by sea, a stop was put to the massacre and pillage already begun by the Nablusians. The English flag re-hoisted on the Consul's house, (under which the Pacha met me) serves as an asylum for all religious, and every description of the surviving inhabitants. The heaps of unburied Frenchmen lying on the bodies of those whom they massacred two months ago, afford another proof of Divine justice, which has caused these murderers to perish by the infection arising from their own atrocious act. Seven poor wretches are left alive in the hospital, where they are protected, and shall be taken care of. We have had a most dangerous and painful duty in disembarking here, to protect the inhabitants, but it has been effectually done; and Ismael Pacha deserves every credit for his humane exertions and cordial co-operation to that effect. Two thousand cavalry are just dispatched to harrahs the French rear, and I am in hopes to overtake their van in time to profit by their disorder;

der; but this will depend on the assembling of sufficient force, and on exertions of which I am not absolutely master, though I do my utmost to give the necessary impulse, and a right direction. I have every confidence that the officers and men of the three ships under my orders, who, in the face of a most formidable enemy, have fortified a town that had not a single heavy gun mounted on the land side, and who have carried on all intercourse by boats under a constant fire of musquetry and grape, will be able efficaciously to assist the army in its future operations. The letter will be delivered to your Lordship by Lieutenant Canes, first of the Tigre, whom I have judged worthy to command the Theseus, as captain, ever since the death of my much lamented friend and co-adjutor Captain Miller.* I have taken Lieutenant England, first of that ship, to my assistance, in the Tigre, by whose exertions, and those of Lieutenant Summers and Mr. Atkinson, together with the bravery of the rest of the officers and men, that ship was saved, though on fire in five places at once, from a deposit of French shells bursting on board her.

“ I have the honour to be, &c,

“ W. SYDNEY SMITH.†

“ *Right Hon. Lord NELSON.*”

A list of killed, wounded, drowned, and prisoners belonging to his Majesty's ships employed in the defence of Acre, between the 17th March and 20th May 1799.

Tigre—17 killed, 48 wounded, 4 drowned, 77 prisoners.

Theseus—35 killed, 62 wounded, 9 drowned, 5 prisoners.

Alliance—1 killed, 3 wounded.

Total—53 killed, 113 wounded, 13 drowned, 82 prisoners.

*Dated on board his Majesty's ship Tigre,
this 30th of May, 1799.*

* Killed by the bursting of some shells which took fire on the Theseus' quarter-deck: he was Lord Nelson's captain in the ever memorable action with the Spanish fleet February 1798. In him the service lost a most excellent and gallant officer. By this dreadful accident 26 men were killed, 10 drowned, and 45 wounded.

† The thanks of parliament were voted to Sir Sydney Smith, his officers and men—a pension of 1000*l.* per annum settled on him. The City of London also presented him with its freedom, and a sword valued one hundred guineas. The Turkey Company ordered a sword value 300 guineas, to be presented to Sir Sydney Smith.

A. D. 1799 *Officers killed and wounded between the 9th and 20th May, 1799.*

Theseus—Ralph Willet Miller, captain; Thomas Leybourne, school master; James Morrison, Bigges Forbes, Charles James Webb, midshipmen, killed: Lieutenant Summers, Thomas Atkinson, master; Robert Tarnish, surgeon; Frederick Morris, chaplain; Lieutenant Bently, of the marines; Charles Dobren, midshipman, wounded.

After leaving every necessary assistance with the Turkish army for its future operations against the French, Sir Sidney Smith repaired to the different islands in the Archipelago and Constantinople, to refit his little squadron, and to concert with the Ottoman Porte, such measures as may be most effectual to extirpate the French totally out of Egypt. In the mean time Bonaparte had advanced with the greater part of his army, and attacked that of the Turks in their entrenched camp before Aboukir, which, after a most desperate and bloody conflict, was stormed and carried, together with the fort of Aboukir. The carnage on both sides was dreadful, the greater part of the Turkish army perished, either by the sword, or were drowned, in attempting to get off to the vessels in the Bay. The French army also suffered a considerable loss; amongst the slain were several of its principal officers.

Sir Sidney Smith, who had just arrived in the Bay, was witness to this defeat, without having it in his power to render the Turks the least assistance. Towards the end of October a considerable reinforcement of troops and ships had arrived from Constantinople: this accession of strength determined Sir Sidney Smith to proceed to the mouth of the Damietta branch of the Nile, and by making an attack thereon, draw the attention of the enemy that way, which, as had been agreed with the Grand Vizier, would leave him more at liberty to advance with the grand army on the side of the Desert.

For this purpose the coast was sounded, the pass to Damietta marked with buoys and gun boats. The attack was begun by the *Tigre's* boats with great resolution, and possession taken of a ruined castle, from which the enemy in vain attempted to dislodge them. On the 1st of November the troops were disembarked; at first a considerable advantage was gained over the French, and they were completely

completely routed; but the impetuosity of Osman Aga, and the troops he commanded as a corps de reserve, rushing imprudently forward in pursuit of the fugitives before they were commanded, soon turned the fate of the day. The French availed themselves of their superior tactics, rushed on the Turks with such fury, that they were thrown into the utmost confusion and disorder, fled to the water side, and throwing themselves into the sea, implored the assistance of the boats, which with some difficulty and danger saved all those which were not taken prisoners.

In May Captain Bowen, of the *Argo*, who had been sent by the commander in chief to Algiers, for the purpose of negociating with the Dey to supply the fleet with fresh provisions, had the good fortune whilst there to procure the freedom of six poor fellows who had been fourteen years in slavery.

On the morning of the 4th of May, Vice Admiral Lord Keith, who was at anchor off Cadiz with fifteen sail of the line,* discovered the French fleet, which had escaped the vigilance of Lord Bridport, at some distance to windward, steering in for the land. The admiral did not hesitate a moment what part to act, although the wind at this time was blowing extremely hard right on the shore; he instantly weighed, stood off, and not discouraged by the superiority of the enemy's force, offered them battle, which they assiduously declined; neither did the French admiral make an attempt to join his friends at Cadiz, which port was not more than seven or eight miles to leeward, where the whole Spanish fleet was at anchor. Lord Keith continued to chase to windward the whole day, but the gale increasing in the night to a perfect storm, it was with much difficulty the ships could be kept together. At day-light only four sail of the enemy's ships were to be seen, to which chase was given, but without effect. Lord Keith did not quit his station until the 9th, when he suspected, from not again getting sight of the French fleet, that it had passed the Straits; he accordingly bore up to follow them, and anchored in Gibraltar Bay, in hopes of getting some intelligence. Soon after his lordship proceeded up the Mediterranean, and cruized off Cape Dell Mell.

Whilst on this station, he was informed that the French

* Appendix, Chap. II. No. 385.

A. D. fleet was at anchor in Vado Bay; but Earl St. Vincent, the
 1799 commander in chief, having certain intelligence that the Spaniards meditated an immediate attack on the island of Minorca, for which purpose they had collected some thousand troops at Majorca, sent orders to the vice admiral instantly to repair to the protection of that island.

The French having now nothing to apprehend, profited by the absence of the British fleet, slipped out of Vado, and on the 17th reached Carthagena, where he was soon joined by Admiral Massaredo, with the fleet of Spain. The first favourable wind the combined fleets sailed from thence, and having passed the Straits of Gibraltar, anchored in the road of Cadiz; before Lord Keith had any certain intelligence of its movement, or even its junction.* The moment the vice-admiral was informed of the enemy's destination, he collected his force, and proceeded in quest of them. On his arrival off Cadiz, he learnt that they had on the 21st of July sailed for Brest; his Lordship continued the pursuit, but to his mortification found they had entered that port a few hours previous to his appearance off it; upon which he shaped his course for England.

Previous to the French and Spanish fleets departure from Carthagena, their admirals published the following proclamations:

“ LIBERTY—EQUALITY.

“ In the name of the French Republic.

“ *In the Road of Carthagena, on board the Admiral's Ship the Ocean, dated the 24th of June, in the 7th year of the French Republic, Eustace Bruix, commanding the French Naval Forces.*

“ Frenchmen and Republicans!

“ At last united with our faithful allies, we approach a period in which we shall punish England, and relieve all Europe from its tyranny. Although I have no doubt, my brave friends, of the sentiments which you have professed, I feel myself bound to call upon you to give proofs of their sincerity by every means in your power. Recollect that it is for the interest of your country, and for your own honour, to give to a nation whom we esteem the highest opinion of us. That word alone is sufficient for French-

* Appendix, Chap. II. No. 386.

men. Do not, above all, forget that you are come among a just and generous people, and our most faithful ally, respect their customs, their usages, their religion, in a word, let every thing be sacred to us: think the least departure from that which I am now prescribing to you, will be a crime in the eyes of the Republic, and it will be my duty to punish it. But, on the contrary, I am convinced that you will give me an opportunity of praising your conduct, and that will be the greatest recompence I can receive.

A. D.
1799

“ E. BRUIX.”

SPANISH PROCLAMATION.

“ A great interest commands the junction of the naval forces of the king, my master, with those of the French Republic. This natural, this happy alliance, is the only curb which can restrain the plan which England has always formed of tyrannizing over the seas. There is no reason to apprehend that our fleets will not shew themselves in a manner worthy of the two great nations. The principle of a good alliance is fraternity and reciprocal esteem, and they are implanted in the hearts of Spaniards and Frenchmen, as has appeared on many occasions, particularly in the war from 1779 to 1783. It cannot, therefore, be necessary for me to recommend good order to you. Nevertheless, for the purpose of greater security, I exhort all the crews to preserve discipline. My confidence in the worthy admirals who command under me, in the captains and officers, and in the discipline and valour of the soldiers and sailors, promises me the most happy success to the two fleets.

(“ Signed) MASSAREDO.”

“ *On board the Conception,*
“ *in Carthagena Roads,*
“ *June 24, 1799.*”

To return to the transactions in the Mediterranean which occurred in the intermediate time. On the 9th of June Captain S. Peard, of the *Success* frigate, of 32 guns, standing towards Cape Creaux, discovered a Spanish polacre, to which he gave chase; but being near the land, she pushed for, and succeeded in getting into the harbour of La Seva, a small port about two leagues to the northward of the Cape.

A.D. 1799 Cape. As there did not appear to be any batteries to protect her, and the weather favourable, Captain Peard was induced to send his boats in to bring her out, under the directions of Lieutenants Facey, Stupart, and Davison, of the marines. The boats left the ship at four in the afternoon, and at eight were seen coming out with the polacre, which had made a gallant resistance. She proved to be the *Bella Aurora*, from Genoa bound to Barcelona, laden with cotton, silk, rice, &c. mounting ten carriage guns, nine and six pounders, with 113 men. She was surrounded by a high boarding netting, and supported at the same time by a small battery, and a large body of musquetry from the shore, in spite of which these brave fellows, forty-two only in number, most resolutely boarded and carried her, but not without some loss, three of them being killed; Lieutenant Stupart, and nine others badly wounded. It is said that a marine, who had his right arm broke by a grape shot, was asked by Lieutenant Facey, "If his right arm was not disabled?" To which he nobly replied, "yes, it was; but, thank God, though he could not pull a trigger with his right, he could handle a cutlass with his left hand;" and in this situation was very active in assisting to board and carry the vessel.

On the 19th of June, the detached squadron cruising under Lord Keith, fell in with, and after a general chase of some hours, the *Centaur*, *Bellona*, *Santa Teresa*, and *Emerald*, came up with, and captured a French squadron of frigates from Jaffa bound to Toulon.*

On the 23d Earl St. Vincent resigned the command of the fleet to Vice Admiral Lord Keith.

On the 28th of June the Earl St. Vincent schooner privateer, of 18 guns, and 40 men, commanded by Captain Smith, being about six leagues from Cape Spartel, was attacked by two French privateers, mounting from eight to 12 guns, and from 60 to 80 men each, supported by four

* FRENCH SQUADRON

<i>Ships.</i>		<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
La Junon	-	40	500	{ Rear Admiral Perre,
L'Alceste	-	36	300	{ Capt. Porquerer.
Le Courageux	-	22	300	— Barree.
La Salamine	{ brigs }	18	120	— Buille.
L'Alerte,		14	120	— Lieut. Sandry.
				— Dumay.

large

large Spanish gun boats, which he engaged most gallantly for nearly five hours and a quarter, when finding their force too superior to contend any longer with the hopes of success, he bore away and got into Tangier Bay, much shattered in his masts, rigging, and sails, but only three men wounded. A.D. 1799

In June the French evacuated Naples; soon after Rear Admiral Lord Nelson arrived in that port from Palermo. Finding that the Cardinal Ruffo had concluded a disgraceful convention with the French and Neapolitan rebels; in consequence of the disapproval of this convention by the King of Naples, his Lordship declared, that not having been ratified by his Majesty's authority, the treaty was null and void. One of the first articles of it was, to grant a pardon to Admiral Prince Caraccioli, the chief of the revolutionary party. Lord Nelson ordered the prince to be immediately arrested, and carried on board the Neapolitan frigate the *Minerva*, where he was tried by a court-martial, and hanged, within 24 hours after the sentence was pronounced. Several other articles of the convention were also set aside by Lord Nelson. The next step necessary to be taken was to dispossess the French of the castle of St. Elmo: for this purpose a large detachment of seamen and marines from the squadron, was landed, under the command of Captain Troubridge, of the *Culloden*, who was assisted for the first seven days, by Captain Ball, of the *Alexander*; but the rear-admiral wanting the services of this officer to be employed at Malta, his place was ably supplied by Captain Hallowell, of the *Swiftsure*. A party of Russians and Portuguese joined Captain Troubridge, and rendered very essential service during the siege, which continued from the 3d to the 12th of July, when it capitulated.

The loss sustained by the combined forces, was five officers, 32 rank and file killed; five officers, 79 rank and file, one marine wounded.

Captain Troubridge was afterwards dispatched by Lord Nelson to take possession of the Roman territory. Having entered into articles of capitulation with the French General Gurnier, for the evacuation of the Roman State, on the 29th and 30th of September, a detachment of 200 seamen and marines were landed from the *Culloden* and *Minotaur*, and took possession of Civita Vecchia, Cornatto, and

A.D. 1799 and Tolfa. General Bouchard, and Captain Louis, of the *Minotaur*, were sent to take possession of Rome on the same terms.*

On the 10th of July his Sicilian Majesty arrived in the Bay of Naples, and hoisted his standard on board the *Foudroyant*.

On the 17th the French evacuated Leghorn.

On the 18th of July, Captain Digby, of the *Alcmene*, towards the close of day, stood into the harbour of Vivero; and notwithstanding the heavy fire of two Spanish batteries, boarded with his boats, and brought off a large ship pierced for 32 guns, laden with hemp, lower masts, and timber; the other a brig of 400 tons, with ship timber and iron, bound to the arsenal at Ferrol.

On the 29th of July, Lieutenant Hamline was acquitted by the sentence of a court-martial, for the loss of his Majesty's cutter *Penelope*, captured on the 7th off Gibraltar by a Spanish frigate.

On the 9th of August, Captain J. Brenton, in the *Speedy* brig, of 14 guns, with the *Defender* privateer, of Gibraltar, of the same force, gave chase to three Spanish armed vessels†, which ran into a small sandy bay five leagues to the eastward of Cape de Gatt, and moored in a close line within a boat's length of the beach. Captain Brenton engaged them an hour and three quarters, under sail, before he could gain soundings, although not more than a cable's length from the rocks. Finding the enemy had much the advantage, from constantly changing his position, he resolved to push for an anchorage, and was fortunate enough to succeed within pistol shot of the centre vessel; after a close action of three quarters of an hour, the Spaniards took to their boats, cutting the cables of two of their vessels, which drove on shore; Captain Brenton sent his boats and brought them all off, under a constant fire of musquetry from the hills. The *Speedy* had only two men wounded; the *Defender*, one.

* On the 23d of November Captain Troubridge was created a Baronet of Great Britain, for the eminent services he had rendered his country.

<i>Vessels.</i>	<i>Guns.</i>	
† Santo Christo de Gracia, -	8	six and nine pounders.
Name unknown, -	10	six and nine pounders.
Name unknown, -	4	six pounders.

On

On the 4th of October, the boats of the Speedy, Captain J. Brenton, rowed into a bay near Cape Trafalgar, boarded and destroyed three or four Spanish merchant vessels which had taken shelter under a battery, in defiance of a heavy fire from it, and musquetry on the shore. A.D. 1799

On the 21st of Dec. in the evening, the Lady Nelson cutter was observed off Cabareta Point, surrounded by, and engaging several French privateers and gun vessels. Lord Keith, who was lying in Gibraltar Bay, immediately dispatched the boats of the Queen Charlotte and Emerald, to row towards the enemy, in hopes it might encourage the cutter to resist until she could get under the guns of the ships; but in the interim she was boarded and taken in tow by two of the French privateers, in which situation Lieutenant Bainbridge, in the Queen Charlotte's barge, with 16 men, run alongside the cutter, boarded her with the greatest impetuosity, and after a sharp conflict carried her, taking seven French officers, and twenty seven men, prisoners; six or seven others were killed, or knocked overboard in the scuffle: the privateers instantly cut the tow ropes, and made off under Algeziras, pursued and attacked by Lord Cochran, in the Queen Charlotte's cutter. The darkness of the night prevented the boats acting in concert, otherwise all the privateers would have been taken. Lieutenant Bainbridge was severely wounded on the head by the stroke of a sabre, and slightly in other places. Some of the men were also wounded in this gallant conflict.

NORTH AMERICA.

Admiral Vandeput commanded the squadron on this station, whose cruizers were actively employed in the protection of the trade.*

Several attempts were made to destroy the dock-yard at Halifax by fire. About three o'clock in the afternoon on the 11th of August, one of the watchmen on duty in the dock-yard, accidentally looking through one of the windows of the boat-house, was surprized to see a blaze of fire in the inside, and immediately gave the alarm. On opening the doors, a large fire was found lighted against one of the store-room doors, near which a considerable quantity of ammunition was lodged; and before the fire could be ex-

* Appendix, Chap. II. No. 387. Squadron America and Newfoundland.

tinguished,

A.D. 1799. tinguished, it had burnt the door nearly half through. In a few minutes longer, if it had remained undiscovered, the whole building must have been in flames. On searching farther, a large quantity of lighted tinder was found at the other end of the boat-house, amidst a quantity of chips and shavings, under one of the carpenter's benches.

On the following day, as some people belonging to the yard were employed in landing stores near the Commissioner's house, they observed a smoke issuing from the roof of the stables, and the alarm being immediately given, and the doors broke open, the stables were found to be on fire in two places: in the rack under the hay, and also in the hay loft above; the remains of a lighted broom, which had been dipped in sulphur, were found burning. As the stables had been for a long time unoccupied, and locked up, it was difficult to conceive how the incendiaries had got in, till it was found that the nails had been drawn out of a scuttle, which had been nailed up at the back of the stables next the water, and which was large enough to admit a man to creep through.

Every precaution was used to prevent such attempts for the future, and a guard of soldiers regularly mounted in the dock-yard, besides the people who usually watched there; notwithstanding which, on the 14th, at ten o'clock at night, the alarm of fire was again given, which proceeded from a room in one of the porter's lodges, used as a carpenter's shop; it was found that a shawl, with a lighted coal in the inside of it, had been thrust through a broken pane of glass. It was, however, by timely assistance checked before any mischief was done. From the mode in which these attempts were made, there can be no doubt but that some of the people employed in the dock-yard were concerned in this diabolical plot.

NEWFOUNDLAND.

The honourable Vice Admiral Waldgrave still continued governor and commander in chief. Nothing of any importance occurred.

WEST-

WEST INDIES.

LEEWARD ISLANDS.

Vice Admiral Henry Harvey commanded on this station, till relieved by Lord Hugh Seymour.*

On the 9th of February, the Constellation American frigate of 38 guns, commanded by commodore Thomas Truxton, captured off Nevis, after a sharp and bloody contest, the French frigate L'Insurgente of 44 guns, and 410 men, commanded by Captain Buroe, she had 29 killed and 30 wounded. The Constellation had only one man killed and two wounded.† About the middle of March, General Des Forneaux sent his secretary to St. Kitts, for the purpose of inducing Captain Truxton to restore the Insurgente. He told him that if she was not delivered up immediately, the general would give orders to the French cruizers to capture all American vessels without discrimination. Captain Truxton coolly answered, that he had acted in perfect obedience to the orders of his government, and that no threats would induce him to disobey them. The Frenchman used promises, intreaties, and imprecations, but in vain; when finding Captain Truxton inexorable, he left him muttering as customary—Vengeance! and the Great Nation!

On the 15th of July, a court-martial assembled on board his Majesty's ship Invincible, in Fort Royal harbour, Martinique, to try Captain Richard Matson, of his Majesty's ship Daphne, on a charge exhibited against him by George Baker, second lieutenant; George Alexander, acting master; John Allen, purser; and William Bowles, master's mate of the same ship; also written papers containing evidence as given to them, by John Rouse, William Jones, Owen Owens, and John Weath also belonging to the said ship, of his having been guilty of crimes, highly scandalous and detestable.

* Appendix, Chap. II. No. 388.

† The merchants of London, with that liberality which has ever distinguished them, subscribed for a piece of plate to be presented to Captain Truxton, in testimony of their admiration of his gallantry and services in having captured the above French frigate.

A. D. The court was composed of the following members, *viz.*
1799 President,

William Cayley, Esq.

Robert Barton,	Adrian Renou,
Edward Rotheram,	Samuel Warren,
T. Goodchild, Judge Advocate.	

Who having heard the evidence, produced on the part of the crown, in support of the charge, and what the prisoner had to offer in his defence, and very maturely, and deliberately considered the whole, were unanimously of opinion, that the charges in any degree have not been proved, and that they appear to them malicious, malignant, groundless, and vexatious, in the fullest extent; and do, therefore, most honourably acquit the said Captain Richard Matson, of all and every part of the charge; and he is hereby most honourably and unanimously acquitted of all and every part of the charge accordingly.

It appears to the court, that John Rouse, belonging to his Majesty's ship *Daphne*, who was produced on the said trial, did in the course of his examination, prevaricate in his evidence; this court doth therefore order the said John Rouse to three months solitary imprisonment, in such place as the commander in chief shall please to direct.

The court begs leave to communicate to the commander in chief, their sense of the very dangerous confederacy, which has been continued against the said Captain Richard Matson, by Philip Brown and George Baker, lieutenants, George Alexander, acting master; John Allen, purser; and William Bowles, master's mate, of his Majesty's ship *Daphne*; wherein it appears, that they have acted in direct opposition to an act of parliament, made in the thirty-seventh year of the reign of his present Majesty, King George the third, intituled, "An act for the more effectually preventing the administering or taking unlawful oaths." And are further of opinion, the conduct of the said officers, on this occasion, ought to be investigated, as it is highly dangerous to the public service, by affixing dates to the declarations of the evidence, which the said evidence have solemnly declared never to have given in.

(Signed)

W. CAYLEY,
R. BARTON,
A. RENOU,
ED. ROTHERAM,
SAMUEL WARREN.

On the arrival of Lord Hugh Seymour at Martinique, A.D. 1799
 Vice Admiral Harvey resigned the command of the fleet at the Leeward islands, and returned to England in *La Concorde*, frigate. Sometime after the admiral's arrival in England, a deputation of the West India merchants presented him with the following address.

Fort Royal, Martinique, August 1st, 1799.

" Sir,

" The English inhabitants of this town, desirous of testifying their regard for, and high opinion of your meritorious conduct, during the command of his Majesty's naval forces in these seas, have voted a piece of plate to be presented you as early as possible after your arrival in England, as a token of their approbation of your military as well as civil conduct during that time.

" They have done us the honour, Sir, to appoint us a committee to address you upon the subject, a commission which we enter upon with the most sincere pleasure.

" We have in consequence deputed John Tench and William Smith, Esqrs. to present you with the same; which in behalf of the English inhabitants of this town, we pray your acceptance of, as a small tribute of their gratitude for your unremitted attention to the interest of those committed to your charge.

" We sincerely wish, that on your arrival in England, after a short and pleasant passage, you may have a happy re-union with your family, and meet that reward from our royal master which your merit so justly entitles you to.

" Wishing you in the future stages of life, a continuance of honours, health, and every other happiness this world can afford, we remain with respect and esteem,

" Sir,

" Your most obedient humble servants,

(Signed)

" JAMES BONTIEN,
 JAMES JONES,
 BEN. SANDFORD,
 JOHN JOHNSTON."

" To HENRY HARVEY, Esq.
 Admiral of the White."

To which Admiral Harvey replied,

A. D.
1799

London, Nov, 19, 1799.

“ Gentlemen,

“ I have the honour of your letter of the 1st of August last, presented to me by John Tench and William Smith, Esqrs.

“ To the English inhabitants of Fort Royal, Martinique, I beg to acknowledge the high sense I entertain of the sentiments they are pleased to express on my conduct, during the time I had the honour to serve as commander in chief of his Majesty's Squadron on the Leeward Island station.

“ I accept with much pleasure and satisfaction so honourable a mark of attention, from such a respectable body of my fellow subjects, and it will ever impress on my mind, the most lively sense of gratitude and esteem. I beg you will be pleased to assure them of my best wishes for their happiness and prosperity, which I hope they may always continue to experience, under his Majesty's most gracious protection and government.

“ To you particularly, gentlemen of the committee, I consider myself obliged by the very polite manner in which you have communicated to me the purport of your commission.

“ I have the honour to be, with great respect,

“ Gentlemen,

“ Your most obedient humble servant,

(Signed) HENRY HARVEY.”

“ To Sir JAMES BONTEIN, Kt.
JAMES JONES,
BEN. J. SANDFORD,
and JOHN JOHNSTON, Esqrs.”

On the 20th of August the Dutch colony at Surinam, surrendered without opposition to his Majesty's sea and land forces, under the command of Vice Admiral Lord Hugh Seymour and Lieutenant General Trigge.

On

On the 26th of August Captain Thomas Western, in the Tamer, off Surinam, captured, after a running fight and ten minutes close action, the French national corvette *Le Republican*, citizen *Le Boyée*, of 32 guns, and 220 men, nine of whom were killed, and 12 wounded. The Tamer had two seamen wounded. A.D. 1799

JAMAICA.*

In March the boats of the Trent frigate, Captain R. W. Otway, commanded by the Lieutenants Belchier and Balderston, with a party of marines under Lieutenant M'Gee, covered by the Sparrow cutter, most gallantly stormed a Spanish battery, in a small bay near Cape Roso, and after having effectually destroyed the guns, brought off a large ship and schooner; two other schooners, which were in the bay, were scuttled by the enemy. In performing this service, only three men were wounded.

On the 13th of April, the *Amaranthe*, of 14 guns, Captain F. Vesey, captured, after a brave resistance of an hour and eight minutes, *Le Vengeur* French schooner letter of marque, of six four-pounders and 36 men, 14 of whom were killed, and five wounded. The *Amaranthe* had one killed, and three wounded.

On the 16th of September, the Carnatic merchant ship, bound to Jamaica, picked up a boat belonging to the *Violet*, of Baltimore, in Maryland, which vessel had upset in a violent squall on the 1st of the same month. The whole crew, consisting of 11 people, had been for 15 days in the boat, with only a few pounds of flour and a few bottles of water to subsist upon; they were so much exhausted and fatigued when taken up, that two instantly died; the rest, by the humane treatment of the Carnatic's crew, were restored to health.

On the 14th of October, the *Echo* sloop of war, commanded by Captain Robert Philpot, being on a cruise off the north-west end of Porto Rico, chased a brig into Lagnadille. Seeing several vessels in the bay, Captain Philpot sent the pinnace and jolly boat, under the command of Lieutenants Napier and Rorie, to attempt to bring some of them out; in their way in they boarded and brought off a Spanish brig of two guns and 20 men from the Spanish

* Appendix, Chap. II. No. 389.

A.D. main. The next evening the boats were again dispatched,
 1799 under Lieutenant Napier and Mr. Wood (the boatswain), to cut out what they could from the bay. About two o'clock in the morning they arrived at the anchorage, and were hailed from the brig which had been chased in on the 14th; they perceived her to be armed, and on the look out for them, moored about half a cable's length from the shore, with her broadside to the sea, protected by two field pieces, one eighteen-pounder, and some smaller carriage guns, all placed on the beach. The boats did not hesitate, but resolutely boarded her on the bow; the Frenchmen and Spaniards (about 30 in number, all of them upon deck, with matches lighted and guns primed, every where prepared for action) made the best of their way down the hatchways. By the time the cables were cut, the guns on the beach opened their fire on the boats. The third shot unluckily sunk the pinnace while she was ahead towing, but fortunately no lives were lost. A favourable breeze now springing up, the brig soon got out of gun-shot, and was carried off to the Echo; she proved to be a French letter of marque, of 12 guns and 30 men, commanded by an Enseigne de Vaisseau, with a valuable cargo on board. In this desperate and gallant conflict not a man was killed or wounded in the Echo's boats.

One of the most daring and gallant enterprizes which has been ever recorded in the annals of the navy, was executed on the morning of the 25th of October by Captain Edward Hamilton, in the Surprise frigate, of 24 guns. As no description can be more clear than that which he relates, of this glorious action in his letter to Sir Hyde Parker, it is here given at length.

“ *Surprise, Port Royal Harbour, Jamaica,*
Nov. 1, 1799.

“ Sir,

“ The honour of my country, and the glory of the British navy, were strong inducements for me to make an attempt to cut out, by the boats of his majesty's ship under my command, his majesty's late ship *Hermione*, from the harbour of Port Cavallo, where there are about 200 pieces of cannon mounted on the batteries. Having well observed her situation on the 22d and 23d ultimo, and the evening of the 24th being favourable, I turned the hands up to acquaint
 the

the officers and ship's company of my intentions to lead them to the attack; which was handsomely returned with three cheers, and that they would all follow to a man: this greatly increased my hopes, and I had little doubt of succeeding. The boats, containing 100 men, including officers, at half past twelve on the morning of the 25th, (after having beat the launch of the ship, which carried a twenty-four pounder and twenty men, and receiving several guns and small arms from the frigate) boarded; the fore-castle was taken possession of without much resistance; the quarter deck disputed the point a quarter of an hour, where a dreadful carnage took place; the main deck held out much longer, and with equal slaughter; nor was it before both cables were cut, sail made on the ship, and boats ahead to tow, that the main deck could be called ours; they last of all retreated to the lower decks, and continued firing till their ammunition was expended; then, and not until then, did they cry for quarter. At two o'clock the *Hermione* was completely ours, being out of gun-shot from the fort, which had for some time kept up a tolerably good fire. From the captain, Don Ramond de Chalas, I am informed she was nearly ready for sea, mounting 44 guns, with a ship's company of 321 officers and sailors, 56 soldiers, and 15 artillery-men on board.

"Every officer and man on this expedition behaved with an uncommon degree of valour and exertion; but I consider it particularly my duty to mention the very gallant conduct, as well as the aid and assistance, at a particular crisis, I received from Mr. John M'Mullen, surgeon and volunteer, and Mr. Maxwell, gunner, even after the latter was dangerously wounded. As the frigate was the particular object of your order of the 17th of September, I have thought proper to return into port with her.

"Enclosed I transmit you a list of captures made during the cruize, also two lists of killed and wounded.

"I have the honour to be, &c. &c. &c.

A.D. 1799 “ *A List of the Killed and Wounded on board the Spanish Frigate Hermione, late his Majesty’s Ship Hermione, when captured by the Boats of his Majesty’s Ship Surprise, when under the Command of Captain EDWARD HAMILTON, in Porto Cavallo, October 25th, 1799, and general Statements of the Complement on board.*

“ Prisoners landed at Porto Cavallo the same day, out of which there were 97 wounded; mostly dangerous	228
Escaped in the launch, which was rowing guard round the ship with a 24-pounder	20
Remain prisoners on board	5
On shore on leave, one lieutenant, one captain of troops, four pilots, and one midshipman	7
Swam on shore from the ship	15
Killed	119
	Total 392

“ Signed E. HAMILTON.

“ *A List of Officers and Men Wounded on board the Spanish Frigate Hermione, in the Attack made by the Boats of his Majesty’s Ship Surprise, under the Orders of Captain HAMILTON, in the Harbour of Porto Cavallo, the 25th October, 1799.*

“ Edward Hamilton, Esq. Captain, several contusions, but not dangerous; Mr. John Maxwell, gunner, dangerously wounded in several places; three men dangerously; and seven slightly *.”

On the 7th of November, the House of Assembly at Spanish Town, Jamaica, voted Captain Hamilton a sword, value 300 guineas, in testimony of the high sense that house entertained of the extraordinary gallantry and ability dis-

* In April 1800, Sir Edward Hamilton, on his passage to England in the Jamaica packet, for the re-establishment of his health, was taken by a French privateer, and carried to France; he was about six weeks after exchanged for four midshipmen. On the 25th of October following, being the anniversary of his gallant exploit, he was invited by a special invitation to dine at the Mansion-House; when the Chamberlain delivered to him the freedom of the city in a gold box, value 50 guineas, which had been voted in the March preceding.

It is said that Captain Hamilton gave 500l. to be divided amongst the brave companions of his victory.

played

played by him in attacking and cutting out of Porto Cavallo, his majesty's late ship *Hermione*, an enterprize surpassed by none in this glorious war. A. D. 1799

His majesty conferred on Captain Hamilton the honour of knighthood by letters patent, and ordered him to be presented with a gold medal.

On the 15th of November, the outward-bound convoy, under the protection of Captain Lobb in the *Crescent*, with the *Calypso* sloop of war, Captain Baker, fell in with, off Porto Rico, and was chased by a Spanish squadron*; but by the judicious and skilful management of Captain Lobb, he not only secured his convoy, but captured the Spanish corvette. She was added to the navy, and afterwards lost on her passage home.

On the 2d of December, the *Achilles* armed merchantman, being on her passage to Jamaica, with about 120 soldiers on board, was attacked off St. Domingo by a large French privateer, which she engaged for some time very bravely, and at length boarded and carried; she proved to be *L'Entrepreneur*, of 18 guns, and 185 men, 107 of whom were killed or wounded. The *Achilles* had only one killed, and 14 wounded.

CAPE OF GOOD HOPE AND EAST INDIES†.

On the 9th of February, the *Dædalus* frigate, of 32 guns, commanded by Captain Henry Lidgbrid Ball, being on a cruize in the lat. 31 degrees 30 minutes south, longitude 33 degrees 20 min. east, at daylight in the morning discovered two sail, to the largest of which he gave chase; and at half past twelve o'clock at noon he got along-side, and brought her to close action, which continued with great spirit 57 minutes, when the enemy struck, and proved to be *La Prudente* French national frigate, from the isle of France, mounting 26 twelve-pounders on the main deck, two long six-pounders, and two howitzers on the quarter deck, manned with 297 men, 27 of whom were killed,

* SPANISH SQUADRON.

<i>Ships.</i>		<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
<i>Afia,</i>	64	550	Commodore	Don Francisco Montes.
<i>Amphitrite</i>	44	360		Don Diego Villagomez.
<i>Galgo,</i>	16	100		Don Josef de Arias—taken.

† Appendix, Chap. II. No. 390, Squadron at the Cape and East Indies.

A.D. and 22 wounded. The *Dædalus* had two men killed, and
1799 12 wounded.

On the 23d of February, the *Earl Fitzwilliam* was destroyed by fire in Saugar Roads. Mr. Frazer and five of the crew perished, with some Lascars.

On the 24th of February, the *Osterly East India* ship, Captain Piercy, was captured by *La Forte* French frigate, of 50 guns, and 450 men, after a smart action, near the Sand Heads, at the entrance of Bengal river. The *Osterly* had four men killed, and 13 wounded.

Early in the year *Commodore Blanket* sailed from Bombay for the Red Sea*; a body of troops was embarked, under the command of Major General Craig, for the purpose of co-operating with the army in Egypt under General Sir R. Abercrombie.

The *Braave* captured *La Surprise* national corvette from the isle of France, bound to Europe, having on board General de Brie and two ambassadors from Tippoo Sultan.

At the capture of Seringapatam several papers were found, containing a correspondence between Tippoo Sultan and the French Republic—at the moment when he was professing a desire to receive an ambassador from Earl Mornington, the governor-general, and to cultivate the relations of amity and peace with the British government in India.

Three of the Sultan's ambassadors had actually sailed for France in *La Preneuse* frigate, and articles were drawn up and ratified between him and M. Malartique, governor-general of the isle of France, and M. de Sercey, commander in chief of the naval forces, wherein it was agreed that the French should send to his assistance several French officers in the land and sea service. The pay per month, which the French officers in the sea service were to receive, was as follows:

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Leopard</i> ,	50	{ <i>J. Blanket</i> , Commodore,
<i>Bellona</i> ,	40	{ Captain <i>J. Surridge</i> .
<i>Forte</i> ,	44	<i>F. Alexander</i> .
<i>Albatross</i> ,	16	<i>E. Hardyman</i> .
		<i>W. Waller</i> .

	Rupees.	A.D.
To a captain of a ship or captain of the port	2000	1799
To each lieutenant of a ship	- - 500	
To each ensign of a ship	- - 300	
To each master of the port	- - 250	
To the ship builder	- - 200	

Mangalore was to be established as the naval port and arsenal. Plans were also projected for the attack of Bombay and Goa; on the event of success, the first was to be given up to the French Republic, the latter to be put into the possession of Tippoo.

Captain Edward Cooke of *La Sybille*, of 40 guns, and 280 men, having received intelligence whilst at Madras that *La Forte*, a French frigate of 54 guns, and 700 men, was cruising in the bay of Bengal, sailed on the 19th of February in quest of her, and on the 28th he had the good fortune to fall in with her in Ballasore roads, when, after a most gallant and spirited action of an hour and 40 minutes, she struck, with the loss of all her masts; Monsieur Serici her commander, and almost all the officers, killed or desperately wounded: the loss in men must have been very considerable, as they were driven twice from their quarters, and when taken possession of, her decks exhibited a scene of dreadful carnage. *La Sybille* had three killed, and 19 wounded; amongst the first was Captain Davis, of the staff, who served as a volunteer, and fell early in the action. Captain Cooke was amongst the latter, whose wounds were of so severe a nature as to oblige him to quit the deck; but the battle was nobly sustained, till the enemy struck, by Lieutenant Hardyman, on whom Admiral Rainier conferred the command of *La Forte*.

M. de Serici was a pupil of Suffrein's, and esteemed one of the ablest officers in the French navy.

Captain Cooke continued to linger under the painful effects of the dreadful wound he had received in the above action till the morning of the 23d of May, when he expired, beloved and respected by all who knew him.*

The following garrison orders were given out by the deputy governor of Calcutta, on the melancholy occasion, in which is a just panegyric to the character of this excellent young officer.

“ Captain Cooke, of his majesty's ship *La Sybille*, after

* The Court of Directors of the East India Company have voted a monument to be erected at Calcutta to his memory.

A. D. 1799 a painful and lingering illness, in the course of which the ardent hopes of the settlement were sanguinely fixed on his recovery, having expired this morning, in consequence of the wound he received in the action with the French national frigate *La Forte*; it is the painful duty of the deputy governor to order the last tribute of military honours to be paid to the remains of that gallant officer, by whose premature death in the defence of the interests of the British nation in general, and of the East India Company in particular, our gracious Sovereign has lost a zealous, brave, and active officer, whose intrepid and skilful conduct in a contest with a vessel of far superior force, has added another glorious triumph to the many obtained this war by the valour of the British navy, of which, had Providence spared his life, he would have become one of the brightest ornaments.

“ His majesty’s 76th regiment will form the funeral party, and attend the remains of Captain Cooke, with every mark of solemnity and respect that is in their power to shew, from the house of Mr. Muir, at Chouringhee, to the place of interment, at six o’clock this evening; and as there is no officer of the rank of colonel with that corps, Colonel Greene is directed to parade with it on this occasion.

“ During the procession minute guns are to be fired from Fort William, and the colours to be hoisted half staff high.”

The ships of war, and East India ships, with several merchant vessels in the river, fired minute guns.

On the 20th of September, the *Rattlesnake* sloop of war, of 16 guns, and *Camel* storeship, of 24, which were lying at anchor in Algoa bay, a few leagues to the eastward of the Cape of Good Hope, with stores for the use of the army under the command of General Dundas, who had marched a body of troops into the interior of the country to suppress a revolt among the Caffres, were attacked by *La Preneuse* French frigate, of 44 guns, and 300 men. Captains Granger and Lee were on shore with a detachment of their men serving with the army. The command devolved on Lieutenant William Fothergill, who displayed great judgment and bravery in his mode of defence.

The enemy were seen about four o’clock in the afternoon, under Danish colours, steering N. W. She continued on this tack until near sun-set, when she altered her course, and stood in for the bay. About seven o’clock the *Success* schooner ran under the stern of the *Rattlesnake*, saying, she had

had sailed round the strange ship, and had hailed her, but A D.
received no answer; and informed them she was a large 1799
French frigate; that they counted 15 ports on a side on the
main deck. The Rattlesnake on this made the signal to
the Camel for an enemy, cleared ship for action, and got
springs fixed on her cables. A little before nine o'clock,
it being nearly dark, the enemy coming down under easy
sail, brought up at about three cables length on the Rattle-
snake's bow, and veered away a cable and a half.

At this time a shot was fired from the Rattlesnake under
the frigate's stern, of which she did not take any notice;
but from her manœuvres, &c. it was suspected she intended
boarding. To frustrate their design, a broadside was im-
mediately given from the Rattlesnake, and was soon re-
turned by the frigate, which hoisted a French jack at the
mizen peak; the action then commenced with a very brisk
fire, which was shortly after supported by the Camel; the
cannonade continued very warm until midnight, when the
Camel's fire slackened, and was soon after silenced. The
enemy perceiving this, changed her position to bring her
broadside on the Rattlesnake, and renewed the contest until
half past three in the morning; she then slipped her cable,
and removed to another part of the bay, apparently in a
disabled state, to refit. At eleven o'clock in the forenoon
she was under sail with only her courses, and close reefed
main top-sail set, which indicated her being much damaged
in her masts.

In this unequal and gallant contest, which lasted for six
hours and a half, the Rattlesnake had only the carpenter and
two seamen killed, with several wounded; her masts, sails,
and rigging were much crippled, and eight shot between
wind and water.

The Camel had six men wounded.

On the 11th of December the same French frigate was
chased and driven on shore near Port Louis, in the island of
Mauritius, by the Tremendous, Captain John Osborn, and
the Adamant, Captain Hotham. As it was impossible to
get her off, the boats of the ships were sent to destroy her,
which was completely effected by Lieutenants Gray, Wal-
ker, and Symes, under a heavy fire from the French batte-
ries on shore.

On the 12th of October the Trincomalé sloop of war, of
14 guns, commanded by Captain J. Rowe, being on a
cruise

A.D. 1799 cruize in the gulph of Persia, fell in with L'Iphigenie French privateer, of 22 guns and 200 men; a most spirited and bloody action ensued, and continued with great fury for some time, when the vessels fell on board of each other, and soon after the Trincomalé, by some dreadful accident, took fire and blew up; the whole of the crew perished, excepting one seaman and one Lascar. The violence of the shock was so great, that L'Iphigenie shortly after sunk, and 115 of the crew perished.

On the 24th of October the Orpheus frigate, commanded by Captain William Hills, being on a cruize in the Straits of Banca, fell in with and captured, after a short running fight, the Zeevraght and Zeelaft, two Dutch armed vessels, mounted with 22 guns each, from Macassar, laden with provisions and ordnance stores; seven Dutchmen were killed, and six wounded. The Orpheus had one man killed, Mr. Hodgkins, first lieutenant, and five wounded.

On the 3d of November a violent storm did much damage at Bombay and on the Malabar Coast, where many ships and vessels, of different descriptions, were lost, with their crews.

On the 5th of November the Sceptre, of 64 guns, Captain Valentine Edwards, was driven on shore in a violent gale of wind in Table Bay; the ship was totally lost, and many of the crew, with her commander, perished. A Danish 64 gun ship, with several merchant vessels, were also forced on shore, most of which were again got off.

The following is a List of the Officers who perished in the Sceptre.

Valentine Edwards	Captain
Munn	} Lieutenants
Bartlet	
Edward Bones	Master
Alexander Baxter	Gunner
Robinson	Boatswain
Wm. Edwards	} Midshipmen
Barlowe	
Giles Kilbourne	
James Tucker	

And about 280 seamen and marines.

A List

*A List of the Officers who were either saved from the Wreck
of the Sceptre or were on Shore.*

A.D.
1799

James Pengelly,	}	Lieutenants,	}	On duty and on shore.
Thomas Tudor Tucker,				
Hen. Alex. Jones,		Lieut. of marines		
John Douglas,		Surgeon,		
John Bury,		Purser,		
J. Dredge,		Invalid Lieut.		
N. J. Willoughby,		Lieut. on leave of absence.		
R. Smart,		Invalid Lieut.		
Wm. Dredge,		Ditto marines.		
B. W. Macgibbon,				
James Shaw,	}	Master's-mate, saved from the wreck.		
James Sphynx,				
J. H. Buddle,	}	Midshipmen, ditto.		
Stephen Popham,				
James Bettel,	}	Midshipmen on duty.		
Cha. W. Chalmers,				
John Thompson,	}	Midshipmen on shore.		
The Rev. Tho. Tringham,				
— Boffel,		Chaplain, on shore.		
		Carpenter, ditto.		
And about 109 seamen and marines.				

On the 6th of December, the *Cleopatra*, a Portuguese East-Indiaman, on her passage from Europe to Calcutta, was attacked by a French privateer of 18 guns, which she obliged to sheer off, after a severe conflict. The Indiaman had two men killed and six wounded. On her arrival at Calcutta, the merchants as a reward to the captain and crew for their gallantry, in having saved so valuable a ship from the hands of the enemy, presented them with 100 guineas, and the underwriters at Lloyd's made a liberal subscription for the same purpose.

On the 11th of December, a smart action was fought off the coast of Arracon, by the *Eliza Ann*, and the American ship *Atalantic*, with a large French privateer, which after a severe conflict, they obliged to sheer off; two ladies passengers on board the *Eliza Ann*, behaved with great firmness, by encouraging the crew to fight valiantly, and supplied them with cartridges during the engagement.—

Supplies

A. D. 1800 Supplies granted by parliament for the sea service.

The first two months 120,000 sea-
men, including 22,696 marines ;
for the remaining eleven months
110,000 seamen, and the same
number of marines. } 2,682,500 0 0

The victualling of ditto, - 2,755,000 0 0

For wear and tear of ships - 4,350,000 0 0

For ordnance for sea service, - 362,500 0 0

For extraordinaries, - 115,655 0 0

For the ordinary, including half pay
to sea and marine officers, } 806,939 13 11

For buildings and repairs of ships 365,515 0 0

For the probable expence of trans-
port service } 1,300,000 0 0

For the maintenance of prisoners of
war in health } 500,000 0 0

For the care and maintenance of sick
prisoners of war } 90,000 0 0

Total supply for the navy 13,619,079 13 11

Total granted for the year 47,690,739 6 2½

Flag Officers employed.

Portsmouth.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
Mark Milbank, Ad. of the White,		Royal William	84
J. Holloway, Rear Ad. of the White,		no particular ship	

Plymouth,

Sir T. Pasley, Bt. Vice Ad. of the Red, Cambridge, 84

Channel Fleet.

Lord Bridport, Ad. of the White Royal George, 110

Earl St. Vincent, Ad. of the White, Ville de Paris 110

*Sir A. Gardner, Bt. Ad. of the Blue, Royal Sovereign 110

Sir H. Harvey, K.B. Vice Ad. of the
White, } Royal Sovereign 110

*Sir A. Mitchel, K.B. Vice Ad. of
the Blue, } Windfor Castle 98

* Invested with the Order of the Bath, January 9th.

Sir

Sir C. Cotton, Bt. Rear Ad of the Red, Prince	98	A.D.
Cuthbert Collingwood, Esq. Rear	} Barfleur	1800
Ad. of the White,		
Ja. Haw. Whitshed, Esq. Rear Ad.	} Temeraire	98
of the White,		
Sir R. Calder, Rear Ad. of the Blue,	Prince of Wales	98
Hon. G. V. Berkeley, Rear Ad. of	} Mars	74
the Blue,		
Sir R. Bickerton, Bt. Rear Ad. of	} Cumberland	74
the Blue,		
Sir J. B. Warren, K.B. Rear Ad. of	} Renown	74
the Blue,		

North Sea.

Visc. Duncan, Ad. of the White,	Kent	74
A. Dickson, Esq. Vice Ad. of the Red,	Monarch	74
A. Mitchel, Esq. Vice Ad. of the Blue,	Isis	50

Downs.

S. Lutwidge, Esq. Vice Ad. of the Red,	Overyffel	64
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Nore.

Alex. Græme, Esq. Vice Ad. of the	} Zealand	64
White,		

Ireland.

R. Kingsmill, Esq. Ad. of the Blue,	no particular ship
† Sir A. Gardner, Bt. Ad. of the Blue,	ditto.

Mediterranean.

Lord Keith, Vice Ad. of the Red,	Queen Charlotte	110
Lord Nelson, Rear Ad. of the Red,	Foudroyant	84
J. T. Duckworth, Rear Ad. of the	} Leviathan	74
White,		
Sir R. Bickerton, Bt. Rear Ad. of the	} Swiftsure	74
Blue,		

Halifax.

Sir W. Parker, Bt. Vice Ad. of the	} America	64
White,		

Newfoundland.

C. M. Pole, Esq. Rear Ad. of the Red,	Agincourt	64
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† Created a Peer of Ireland, by the title of Lord Gardner.

Leeward

A. D. 1800	Leeward Islands.		
	Lord H. Seymour, Vice Ad. of the Blue, Prince of Wales	98	
	J. T. Duckworth, Rear Ad. of the } White, Leviathan	74	
	Jamaica.		
	Sir Hyde Parker, Kt. Ad. of the Blue, Queen	98	
	Lord H. Seymour, Vice Ad. of the Blue, Sans Pareil	84	
	Cape of Good Hope.		
	Sir R. Curtis, Bt. Vice Ad. of the } White, Lancaster	64	
	East Indies.		
	P. Rainier, Esq. Vice Ad. of the Blue, Suffolk	74	
	J. Blanket, Esq. Rear Ad. of the White, Leopard	50	

Remarks.

On the 24th of April, Lord Bridport resigned the command of the Channel fleet; he was succeeded by Earl St. Vincent.

On the 22d of August, Sir Alan Gardner struck his flag on board the Royal Sovereign; was created an Irish Peer, and succeeded Admiral Kingsmill in the command of the fleet in Ireland.

In May, Sir Richard Bickerton sailed in the Sea Horse, to the Mediterranean.

Lord Nelson struck his flag on board the Foudroyant, and returned to England over land.

After the loss of the Queen Charlotte, Lord Keith hoisted his flag on board the Minotaur, and from thence to the Foudroyant.

Rear Admiral Duckworth went to the Leeward islands, and Lord Hugh Seymour to Jamaica, to relieve Admiral Sir Hyde Parker, who returned home in the Trent frigate the 19th of September.

On the 3d of November, Sir Hyde hoisted his flag on board the Royal George.

Rear Admiral Pole was captain of the fleet, until Lord Bridport struck his flag; then Sir Thomas Troubridge.

In March, Admiral Vandeput died at Halifax, and was succeeded, by Vice Admiral Sir William Parker, Bt.

Sir J. B. Warren sailed for the Mediterranean, November the 28th, in the Renown.

On

On the 1st of January the rate of fees was established at A.D.
the Admiralty as follows. 1800

*A Table of the Rate of Fees to be paid on certain Instruments
issued from the Admiralty-Office.*

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For a commission to a flag officer, and commander in chief - - -	5	7	6
For a commission to a captain and commander of a ship of war - - -	2	3	0
For a commission to a lieutenant of do. - - -	1	1	6
For entering the commissions of the vice and rear admirals of England - - -	5	7	6
For a warrant to the attorney general to prepare a patent for a commissioner of the Navy and Victualling - - -	5	7	6
For a warrant appointing a commissioner for Sick and Hurt Seamen - - -	5	7	6
For a warrant to an assistant to the surveyors of Navy - - -	3	4	6
For a warrant to a secretary of the Navy, Victualling, and Sick and Hurt Boards - - -	3	4	6
For a warrant to a commissioner of the Sixpenny Office - - -	3	4	6
For a warrant to an officer of the dock yards, whose salary is 200l. a year - - -	3	4	6
For a warrant to an officer whose salary is 100l. and under 200l. - - -	2	3	0
For a warrant to a chaplain and surgeon of the yards - - -	3	4	6
For a warrant to a master sailmaker, joiner, bricklayer, carpenter, smith, mast-maker, boat builder, and boatswain of the yards - - -	2	3	0
For a warrant to all other officers of the yards, whose salaries are 100l. a year, each - - -	1	1	6
For a warrant to a purser, gunner, boatswain, carpenter, of 1st, 2d, and 3d rates - - -	2	3	0
For a warrant to an officer of those ranks in inferior rates - - -	1	1	6
For a warrant to a chaplain of a ship of war - - -	0	10	6
For a warrant to an agent victualler - - -	3	4	6
For a warrant to a storekeeper, and clerk of the cheque of the Victualling - - -	2	3	0

A. D. 1800	For a warrant to an officer and clerk in the Victualling Office, whose salary is 100l. a year and upwards	-	-	-	2	3	0
	For a warrant to all officers of the Royal Academy, whose salaries are 100l. a year and upwards, each	-	-	-	2	3	0
	For a warrant to all other officers of do. under 100l. each	-	-	-	1	1	6
	For a warrant to admit a scholar into the Royal Academy	-	-	-	1	1	6
	For a warrant to prepare a patent for the vice-admiral of Scotland	-	-	-	5	7	6
	For a warrant to prepare a patent for a vice-admiral of a maritime county	-	-	-	3	4	6
	For a warrant to prepare a patent for the judge and registrar of the Admiralty, each	-	-	-	5	7	6
	For a warrant to appoint the lords high admirals advocate, proctor, and marshal, each	-	-	-	3	4	6
	For a warrant to a counsellor for the affairs of the Admiralty	-	-	-	5	7	6
	For a warrant to an assistant to the said counsellor	-	-	-	5	7	6
	For a warrant to a judge of a vice-admiralty court	-	-	-	3	4	6
	For a warrant to a registrar of do.	-	-	-	3	4	6
	For a warrant to a marshal of do.	-	-	-	3	4	6
	For a warrant to a judge advocate of the fleet	-	-	-	3	4	6
	For a warrant to a deputy do.	-	-	-	3	4	6
	For a warrant to a physician to the fleet	-	-	-	3	4	6
	For a warrant for entering the patent appointing a governor to Greenwich Hospital	-	-	-	5	7	6
	For a warrant to the lieutenant governor, and for entering the patent for treasurer of Greenwich Hospital, each	-	-	-	3	4	6
	For a warrant to a captain in Greenwich Hospital	-	-	-	2	3	0
	For a warrant to a lieutenant in do.	-	-	-	1	1	6
	For a warrant to the physician, secretary, and steward of ditto, each	-	-	-	3	4	6
	For a warrant to the chaplain, and clerk of the cheque, of do. each	-	-	-	2	3	0
	For a warrant to a director of do.	-	-	-	1	1	6
	To all other officers of do. each	-	-	-	1	1	6
							For

				A. D.
For a warrant to a governor of Haslar and Plymouth hospitals	5	7	6	1800
For a warrant to a lieutenant of the hospitals	2	3	0	
For a warrant to a physician of do.	3	4	6	
For a warrant to a surgeon of do.	3	4	6	
For a warrant to all other officers of do. each	2	3	0	
For a warrant to an agent, physician, and surgeon of the several establishments for the custody of prisoners of war	3	4	6	
For a warrant to the inspector general of naval works	5	7	6	
For a warrant to the architect, mechanist, and chymist on that establishment	4	6	0	
For a warrant to the draughtsman on do.	3	4	6	
For a warrant to the secretary on do.	4	6	0	
For a warrant to the clerks on do. each	2	3	0	
For a warrant to the hydrographer	5	7	6	
For a warrant to all officers in the naval departments, who receive appointments from this office, and whose salaries are a 100l. a year and upwards, each	2	3	0	
For a warrant to all officers of the above description, whose salaries are under 100l. each	1	1	6	
For a warrant for a letter of marque to privateers	1	1	6	
For an order to superannuate a lieutenant	2	3	0	
For an order to superannuate warrant officers of 1st, 2d, and 3d rates	2	3	0	
For an order to warrant officers from a 3d rate downwards	1	1	6	
For an order to grant a pension under 100l. a year	1	1	6	
For an order to grant a pension from 100l. to 200l. inclusive	2	3	0	
For an order to grant a pension from 200l. to 300l.	3	4	6	
For an order to grant a pension from 300l. to 400l.	4	6	0	
For an order to grant a pension from 400l. to 500l. and upwards	5	7	6	
For all reports on a reference where any pension is granted	1	1	6	

A. D. 1800	A new pass to secure the ships and vessels of his Majesty's subjects from the Algerines	-	1	10	0
	A renewal of do.	-	1	0	0
	A protection for shipwrights, boat builders, caulkers and sailmakers, &c. 50 men and upwards		2	2	0
	A do. for do. upwards of 4 and under 50 men		1	1	0
	A do. for do. 4 men and under	-	0	10	6
	A do. for merchant vessels of 10 men and upwards	-	0	10	0
	A do. for do. under 10 men	-	0	5	0
	A do. for a single person	-	0	2	6
	A letter of leave for a flag officer to go abroad		2	3	0
	A do. for a captain of a ship of war	-	1	1	6
	A do. for a lieutenant or master	-	0	10	6
	A certificate to a captain and commander of a ship of war of having delivered his journals into the office	-	0	5	0
	A do. to a lieutenant	-	0	2	6
	A do. to a captain and commander of a ship of war of having delivered his observations on coasts and roads	-	0	5	0
	A do. to masters of ships of war	-	0	2	6
	A do. to a midshipman of having lodged his original certificate of examination in the office		0	2	6
	A do. to a captain and commander of a ship of war of his having received a commission from their Lordships	-	0	2	6

OCCURRENCES AT AND NEAR HOME.*

On the 3d of January a court-martial was held on board the *Gladiator* in Portsmouth harbour, to try Lieut. Thomas Vanthysen, of the *Sophie*, for going forward among the ship's crew, after a man had been punished, and saying publicly in the hearing of the people, "If I was the ship's company, I would be damned if I would not write against the captain: I have taken an account of every man that has been flogged since I have been in the ship."

The following members composed the Court.

* Appendix, Chap. II. No. 391. List of ships employed at home.
President

President,

A. D.

Vice Admiral Sir Charles Cotton, Bart.

1800

Rear Ad. Sir R. Bickerton, Bt. Captain T. Totty.

Captains J. C. Purvis,	————	J. Sutton,
———— Charles Stirling,	————	R. Grindall,
———— Francis Pickmore,	————	D. Fancourt,
———— R. C. Reynolds,	————	Charles Boyles,
———— Sir C. Hamilton,	————	Edward Riou.

M. Greetham, Judge Advocate.

The charge being proved, the Court adjudged Lieutenant Thomas Vanthysen, to be dismissed his Majesty's service, and rendered incapable of serving his Majesty, his heirs, or successors.

Lieutenant Harford, first of the *Arethusa*, was also tried on board the *Gladiator*, on a charge of throwing some tea in the face of Lieutenant Askew, of the same ship. The charge being proved, the Court sentenced Mr. Harford to be dismissed his Majesty's service.*

On the 2d and 3d, several vessels were lost on the coast of Scotland, and on the north coast of England in a heavy gale of wind from the S. E.—a great number of souls perished. The crews of two sloops, wrecked on the sands of St. Andrew's, must inevitably have shared the same fate, had it not been for the exertions of Mr. John Honey, a student of divinity, who, unintimidated by seeing several men almost drowned in their attempts to get off, went into the sea, and, at the imminent hazard of his life, brought the crews in safety to the shore. The magistrates of St. Andrew's, as a testimony of the sense they entertained of Mr. Honey's humane and active exertions, presented him with an hereditary Burghs and Guild Ticket.

The number of vessels of different descriptions, which are supposed to have been wrecked and foundered on the coast, is supposed to amount to at least 100, and that 1000 souls perished.

On the 10th, a singular instance of British seamanship, valour, and dexterity, occurred in the escape of a pilot boat from a French privateer. The vessel was the *Amity*,

† The ship's company of the *Arethusa* held Mr. Harford in such estimation; that some time previous to this unlucky event, they had presented him with an elegant sword, and a case of pistols richly mounted.

A.D. 1800 belonging to Bembrige, on the look-out for ships. About ten in the morning they discovered a lugger privateer about two miles distance, which they could not perceive before in consequence of the morning being hazy. There being little wind, the enemy was rowing with thirteen oars on each side, and fast approaching: the master of the pilot boat thought it best to leave his vessel immediately, there being no other means of escaping. He and another man, therefore, got into their small boat, and desired James Wallis, the boy, to come also: but he bravely answered, "he would remain by the vessel, whatever might be the consequence. Thus resolved, he gave them his watch, and all the little money he had, which he requested they would give to his father; they promised to perform his request, and immediately left him to his fate, when the privateer was only a quarter of a mile distant. In a few minutes she shot up under his lee quarter, with an intention to grapple the pilot boat; and having fresh way, lowered their main top-sails and lug sail; the lad observing their design, just as they were in the act of heaving their grappling irons, put his helm down, and went about, whilst the privateer fired small arms and swivels into her. This manœuvre obliged them to make sail and tack: when they had made all the sail they could, the young man, with great judgment, tacked, and weathered them about the length of the lugger: the privateer having gained his wake, tacked also. The youth continued to tack every time the privateer set her sails, which was repeated sixteen or seventeen times: they likewise constantly fired when near, and particularly when crossing at a distance, never more than thirty yards. After manœuvring in this dexterous manner for above two hours, a fresh breeze happily sprung up: the pilot boat was then on the last tack, and had gained about a cable's length to windward, when she crossed the privateer, which after firing all their swivels and small arms, bore up and left him.

On the same day a court-martial was held on board the Cambridge, in Hamoaze, on Captain Searle, his officers, and crew, for the loss of his Majesty's ship Ethalion, on the Saintes Rocks, on the 25th of December last.

After an impartial investigation of the existing circumstances, the Court most honourably acquitted Capt. Searle, his officers', and ship's company. It appeared that the accident was occasioned by an unusual course of tide, and but little

little wind; that every exertion which skill and zeal could effect, was made by Captain Searle, and his officers; and the utmost discipline and subordination was observed by the ship's company, so highly honourable to British seamen in times of danger. A. D.
1800

On the 15th a court-martial was held on board the Glatton, in Yarmouth Roads, to try Lieutenant James Watson, his surviving officers and crew, for the loss of his Majesty's gun vessel the Mastiff.

The Court was composed of the following members :

President,

Vice Admiral Archibald Dickson.

Captains,

Charles Cobb,

George Hart,

Thomas Bertie,

William Hope,

A. C. Dickson,

Robert Honeyman.

James Hervey, Esq. Judge Advocate.

When, after a minute investigation into the cause of the loss of the said vessel, and examining the several witnesses respecting the conduct of Lieutenant Watson, his officers and crew, the Court was of opinion that no blame whatever attached to them; but that after the Mastiff struck the ground, (which circumstance was purely accidental, occasioned by a dead calm ensuing, immediately after the vessel got round the buoy of the Cockle Sand, and it being ebb tide, setting directly upon it, together with a heavy swell running, which threw her also to leeward,) the conduct of Lieutenant Watson was truly meritorious, and such as became a steady good officer; his efforts were well seconded by his officers, and the conduct of the crew highly praiseworthy, and exhibited strong proofs of good discipline, and a just sense of due subordination. It therefore honourably acquitted Lieutenant Watson, his surviving officers and crew, of being in any wise accessory to the loss of the vessel; but it could not dismiss them without signifying the high sense it entertained of their very proper conduct on so awful an occasion.*

On the 21st, Captain Thomas Totty, of the Saturn, was tried by a court-martial on board the Gladiator in

* The Lords of the Admiralty gave 150 guineas as a reward to the humane and intrepid exertions of some fishermen at Winterton, in Norfolk; who, at the risk of their lives, saved upwards of 30 of the crew of the Mastiff.

A.D. 1800 Portsmouth harbour, for having run on board the Prince at sea. Nothing appearing to criminate Captain Totty in the least, he was acquitted.

On the 25th, between three and four o'clock in the morning. the Brazen sloop of war, of 18 guns, commanded by Captain Hanson,* was driven in a gale of wind on Ave Rocks, near Newhaven, and soon afterwards dashed to pieces by the violence of the waves. The wreck, when it was discovered about seven in the morning, exhibited a most melancholy and distressing scene. Many of the crew who had got on rafts, and on different parts of the ship, were seen struggling with the contending billows, but in vain, as it was at the time of high water, and when no assistance could be given from the shore. The lieutenant and purser, who were excellent swimmers, stripped and attempted to save themselves by that means; but having swam till they were exhausted, they sunk and were seen no more: the whole of the crew, consisting of 120 persons, one only excepted, perished. At the ebbing of the tide, the shore was covered with dead bodies, which were picked up and put into waggons, sent from Newhaven for that purpose. Jeremiah Hill, the man who was saved, preserved himself by the help of a trough, or skid, used for launching a boat from a ship, and was drawn up the cliff by a machine constructed for that humane purpose. He was so much exhausted, that it was a considerable time before he recovered sufficiently to speak to be understood.

On the 5th of February, the Fairy and Harpy sloops of war, commanded by Captains Horton and Bazely, being on a cruize off St. Maloes, at half past eleven discovered a large ship running close along shore to the westward, which they soon perceived, by her not answering the private signal, to be an enemy's frigate. Captain Horton, who was the senior officer, not seeing any prospect of bringing her to action, without decoying her off the land; for this purpose tacked, which had the desired effect; the Frenchman immediately gave chase: at one o'clock she arrived within pistol shot of the sloops, when a close and brisk action commenced, and continued till a quarter before three, when the enemy made sail. As soon as the sloops had repaired the damage which they had sustained in their rigging, &c. they

* Captain Hanson was a lieutenant with Captain Vancouver in the Chatham.

went in pursuit of the enemy. At four, three strange sails were discovered, which proved to be La Loire, Captain Newman; Danae, Capt. Lord Proby; and Railleur, Captain Turquand, which immediately joined in the chase. The next morning Captain Newman came up with the enemy close in shore under the Seven Islands, where she was supported by a battery: after an action of two hours and ten minutes, she struck, and proved to be La Pallas national frigate, never before at sea, mounting 42 guns, and 350 men, on her passage to Brest.

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La Loire had two killed; three midshipmen and 16 men wounded.

Railleur, two killed, and four wounded.

Fairy, four killed; Captain Horton, the purser, and seven seamen wounded.

Harpy, one killed, three wounded.

The Pallas was added to the navy, and called La Pique. Captains Horton and Bazely were soon after promoted to post rank, for their gallant behaviour.

On the 6th of February the Channel fleet sailed on a cruize off Brest, under the command of Admiral Sir Alan Gardner.*

On the 25th, Captain Edward Brace, in the Kangaroo brig sloop of war, being on a cruize off the coast of Ireland, brought to action a French brig privateer, of 18 guns, which, after a warm contest of an hour and fifty minutes, made sail and got off; the Kangaroo was too much crippled in her rigging, &c. to pursue the enemy; she had also 44 officers and men away in prizes, six unable to attend their quarters, six wounded, and four centinels over 78 prisoners on board.

On the 5th of March, the Phœbe, of 36 guns, Captain Robert Barlow, being on a cruize off the coast of Ireland, observed in the morning a ship bearing down upon him, which, on her arriving within musket shot, discovered her error, (having mistaken the Phœbe for an East-Indiaman,) and hauled her wind, opening at the same time a well-directed and spirited fire, in hopes to disable the Phœbe in her rigging, and by that means effect her escape; the enemy was, however, soon compelled to strike, paying dear for his temerity, having 18 men killed, and 25 wounded.

* Appendix, Chap. II. No. 393.

A.D. 1800 She was the *Hereux*, mounted with 22 brass twelve pounders, and 220 men.

The *Phœbe* had one man killed, and five wounded, two of them mortally.

L'Hereux was purchased by government, and added to the navy.

On the 10th of March, the *Repulse*, of 64 guns, Captain James Alms, was lost on the coast of France, of which the following are the particulars :

The *Repulse* was one of the ships belonging to the Channel fleet, but had been detached by Sir Alan Gardner to cruize off the Penmarks, for the purpose of intercepting provision vessels going to Brest. On Sunday the 9th of March, there came on a sudden and violent gale of wind, and the rolling of the ship occasioned an accident to Captain Alms, who, while standing near the companion ladder, was thrown down it, by which one of his ribs was broken, and he was disabled from doing any further duty on the deck.

For two or three days the weather had been so thick, that it was not possible to make any observation, and the current had driven the ship so far out of her reckoning, that about ten o'clock on the night of the 10th, the *Repulse* struck on a sunken rock, supposed to be the Mace, about 25 leagues S. E. of Ushant. She was then going about six knots an hour. The ship continued striking on the rock near three quarters of an hour before she could be brought to wear, and the water rushed in so fast, that the lower deck was soon flooded. By great exertion the ship was kept afloat long enough to be able to approach the coast near Quimper; and at half past ten o'clock, Captain Alms and the ship's company quitted her, and made good a landing on one of the Glenen islands, about two miles from the continent. The peasantry on the island gave every assistance; the captain and officers were made prisoners, and sent to Quimper, except Mr. Rothery, the first lieutenant, Mr. Finn, the master, two midshipmen, and eight seamen, who got into the large cutter and arrived at Guernsey on the fourth day after leaving the ship, during which time they experienced bad weather, and were at times nearly perishing.

Early in March Lord Bridport resumed the command of the Channel fleet, and sailed from Torbay on the 15th with
fifteen

fifteen sail of the line and four frigates, to join Sir Alan A.D. Gardner off Brest; his Lordship was joined off the Sound 1800 by three sail of the line.*

On the 13th, Lieutenant John Cresselman, of the *Druid*, was tried by a court-martial on board the *Gladiator* in Portsmouth harbour, for absenting himself from the ship without leave, at various times, and for drunkenness.

The charges being in part proved, the Court adjudged him to be dismissed from his Majesty's service, and rendered incapable of ever serving as a commissioned officer again.

On the 15th of March, the *Danae* frigate, commanded by Captain Lord Proby, being one of the ships employed to watch the French fleet in Brest, was taken possession of by part of the ship's company, and given up to the enemy. The following are the particulars respecting the mutiny:

The *Danae*, on the 14th of March, had chased an armed brig, and her convoy, into Camaret Bay. At nine o'clock at night on the 15th, Jackson, one of the captains of the fore-top, (a native of Liverpool) being in the master's watch, assisted by some prisoners, and a part of the ship's company, forty-one in number, having been all sworn to secrecy, rushed on the quarter-deck, knocked down the master, and cut him severely over the head; (this was the signal for revolt) they then threw him down the main hatchway, battened down the grating of the hatchways, over which they placed the boats, and filled them with shots, by which means the rest of the crew were prevented from retaking the ship; they then pointed some guns aft, and fired through the cabin, but hurt no person. Lord Proby hearing the noise, with his officers attempted to get up the ladder of the quarter-deck, but was severely cut over the head, and all forced into the cabin, and sentinels placed over them. Jackson then steered for Camaret Bay, came to anchor, and sent the jolly boat on board *La Colombe* French national brig, of 18 guns. The lieutenant of *La Colombe* returned with some soldiers, and asked Lord Proby to whom he surrendered? he spiritedly answered, "to the French nation, but not to mutineers." Both vessels then steered for Brest, where they arrived on the 17th, after being chased several hours by the *Anson* and

* Appendix, Chap. II. No. 394.

A. D 1800 Boadicea frigates, the commanders of which were deceived by Jackson hoisting the horary and numerical signals, they therefore supposed the Danae was in chace of an enemy. Lord Proby had very fortunately thrown out of the cabin window, and sunk the box with lead to it which contained all the private signals. Lord Proby and the officers were landed at Brest; but the crew, including the mutineers, were all marched to Dinan prison, to the astonishment of the mutineers. Admiral Brueyes, commandant of marine, and all the French officers, behaved with great politeness and attention to Lord Proby and his officers, expressing their utter detestation at the conduct of the mutineers. Captain Jacobe, of the Bellone, of 44 guns, captured off the Raffles the 11th of October, 1798, by the Melampus, of 36 guns, Captain Moore, acted in a noble manner, as he changed all the officers' Bank of England notes, and gave them Louis d'ors.

Mr. Thomas Hendry, the surgeon; Mr. Thomas Mills, the purser; and Mr. Giles, captain's clerk, were permitted to return to England on their parole.

Jackson, the principal, was secretary to Parker in the mutiny of the year 1797. Some of the mutineers have been since taken, tried by a court-martial, and executed.

On the 23d, Admiral Sir Alan Gardner returned from the Channel fleet with seven sail of the line and a frigate to refit.*

On the 25th, Lieutenant Philip Griffin, of his Majesty's ship Resolution, was dismissed the service by the sentence of a court-martial. for having detained in his hands the sum of ten pounds, the property of a seaman belonging to the Fury bomb vessel.

On the 26th, Captain Griffiths, in the Atalante, with the Plover and Terrier hired brigs, being employed off Dunkirk to watch the four French frigates which had been blocked up in the basin about two years, observing on that day the largest ship come out and anchor in the roads, sent the French commodore the following spirited letter:

*" His Majesty's Ship Atalante, off Dunkirk,
" March 26, 1800.*

" I take the opportunity of a Newport fishing boat to send you my congratulations on your release from inacti-

* Appendix, Chap. II. No. 395.

vity so long at Dunkirk, and to welcome your egress thence. A. D. 1800

" The boat affords me a prospect of communicating to you that I have the honour to be charged with a little squadron, (as per margin*) for the purpose of watching the motions of yourself and consorts. Your force is reported to me to be 46 guns. Relying on the acknowledged politeness of your national character, I have to hope that (as such a service becomes irksome amid the shoals which surround you,) you will give us a chance of putting an end to it, by a meeting when you may feel disposed. In this wish I am most cordially joined by my associates Captain Galway and Lieutenant Donovan. On the honour of a British officer I promise you, that should success attend you, you shall be at full liberty to take off all you shall conquer unmolested; and I expect from the same source an equal liberty, should success attend us. I am sure I need not point out that common politeness requires you should give us an answer; and the same boat can bring it, my word being passed for a free return, either to her, or any other conveyance you may think proper.

" I have the honour to be, Sir,

" Your most obedient very humble servant,

" A. J. GRIFFITHS.

" *To the Commodore commanding*
 " *the French National Fri-*
 " *gate in Dunkirk Road.*"

On the 9th of April, the Mayflower privateer, being on a cruize off Cape Pinas, fell in with, and after a brisk action of nearly five hours, captured Le Troisieme Trilleur, French privateer, of 14 guns and 68 men, three of whom were killed, and 5 wounded; the Mayflower one man killed, and four wounded. She also captured the Neptune French privateer, having on board General Des Fourneaux and suite, bound to Guadaloupe.

On the 10th of April, a vessel of a very singular construction, projected by Mr. Gower, an officer in the ser-

* Plover, 18 six pounders, and 8 carronades, 12 pounders, 121 men, Captain Edward Galway.

Atalante, 14 carronades, 24 pounders, 2 long six pounders, 110 men, Captain Anslem John Griffiths.

Terrier, 14 four pounders, 46 men, Lieutenant R. Donovan.

A. D. 1800 vice of the East-India Company, was launched from a slip at Itchenor, on the Chichester river. She was named the *Transit*, and is to carry five masts.

On the 18th of April, a squadron of ships of war, *armed en flute*, having on board a large body of troops, sailed from Torbay to the westward, on a secret expedition.*

On the 24th, Admiral Lord Bridport having resigned the command of the Channel fleet, Sir Alan Gardner proceeded to sea with it, to cruize off Brest.†

On the 26th, Admiral Earl St. Vincent hoisted his flag on board the *Namur*, and sailed with the rest of the fleet to join and take the command off Brest.

On the 5th of May, Lieutenant J. Wright, in the *Lady Ann* hired armed lugger, on her return to Yarmouth Roads from looking into Flushing, fell in with, off Gorée, *Les Huit Freres*, French lugger privateer of 14 guns, which, after a close action of one hour and thirty-five minutes, she compelled to strike.

On the 13th of May, the *Seahorse* frigate, Captain Edward James Foote, sailed for the Mediterranean, having on board the flag of Sir Richard Bickerton, with General Sir Ralph Abercromby, Major Generals Hutchinson and Moore.

On the 15th, the *Marquis of Kildare* Lisbon packet was re-captured by Captain Newman, late of the *Jane* packet, which had been taken by a French privateer. The circumstances relating to it are as follows:—Captain Newman had been permitted to go to Lisbon with some of his people, and on the 29th of April took his passage for Falmouth on board the above ship. A fortnight after they were taken by a French privateer; the captain, officers, and crew were taken out, leaving five men of the *Jane*'s crew on board, as likewise a lady, with her sick brother and father, and three of the *Marquis of Kildare*'s people, who had hid themselves; they then put a prize master on board, with 17 Frenchmen, and ordered her for Corunna. Three days afterwards being in sight of the above place, distant about eight leagues, Captain Newman found means to possess himself of the captain's pistols, and one of the *Jane*'s peo-

* Appendix, Chap. II. No. 396.

† Appendix, Chap. II. No. 397.

ple seized his cutlafs; the others jumped abast the tiller rope, and got hold of the boarding pikes, when they made a rush at the Frenchmen, and drove them off the deck; took poffeffion of the fhip; Captain Newman then gave them the long boat with fome fruit and wine, and what bread could be fpared, and turned them adrift eighteen in number. The Marquis of Kildare, after experiencing many difficulties reached St. Ives in Cornwall on the 31ft of May. A.D. 1800

Early in the month of June, Sir Edward Pellew was fent by Earl St. Vincent, with a fquadron of fhips of war, having on board a detachment of troops, under the command of Major General Maitland,* in order to land and endeavour to affift the Royalifts and Chouans in Quiberon bay and the Morbihan. On the 4th, the forts on the fouth well end of Quiberon were filenced by the fire from the fhips of war, a body of troops landed under the command of Major Ramfay, and the forts were deftroyed; feveral veffels brought off, and fome fcuttled, with the lofs of only two men killed and one wounded on board the Cynthia.

On the morning of the 6th, before day light, 300 of the Queen's regiment were landed in the Morbihan, and with the gun launches and naval force under the command of Lieutenant Pinfold, of the Impetueux, brought off two brigs, two floops, two gun veffels, and about 100 prifoners; L'Infolente brig corvette of 18 guns, was boarded with much bravery by Lieutenant Pinfold, who was obliged to burn her with feveral other veffels; the guns on the forts deftroyed, and magazines blown up. On this fervice, one feaman was killed, and fome flightly wounded.

On the night of the 17th, Sir Edward Pellew and General Maitland had intended to make an attack upon Bellifle; but fome circumftances occurred to prevent it, which occafioned it being postponed. The night of the 19th was next fixed on; but on the morning of that day, the general received intelligence, that the forces on the ifland amounted to 7000. With fuch a fuperiority on the part of the enemy, it was thought neceffary to defer the attempt. The British troops were landed and encamped on the ifland of Houat, from whence they embarked on board the troop fhips and proceeded for the Mediterranean.

* Appendix, Chap. II. No. 398.

A.D. 1800 On the 12th of June, a cause of great importance to the service was decided in the Court of Common Pleas.

The Question was, whether the Junior Admirals in the Fleet have a Right to a part of the third of freight money allowed to the Commander in Chief.

The cause was brought on by Sir William Parker, who claimed for himself and the junior admirals of the fleet, under Earl St. Vincent, their share of the admirals third of freight money, which he received from Captain John Moore Mansfield, of the *Andromache* frigate.

The claim of Sir William Parker as plaintiff, was founded on a supposed usage of the navy in similar cases; and Lord St. Vincent had declined acceding to it, he (Serjeant Shepherd, who opened the case for the plaintiff) had no doubt from a conviction that this usage did not exist to that degree, to render the claim legal. There is no particular law on the subject, to settle the difference of opinion between the parties. It was, therefore, for the jury to determine, from the evidence he would have the honour of laying before them, whether the usages of the navy were so general, on the point of allowing to the junior admirals of a fleet, a share of freight-money, as to entitle him to their verdict?

The first witness called, was Admiral Wolfeley. He stated, that in 1762, he commanded the *Alarm* frigate, on the Havannah station.—That Sir George Pocock was the commander in chief, and that Admiral Keppel served as junior admiral under him—that his ship was employed to carry part of the treasure taken at the Havannah to Jamaica—that he was paid the freight of this treasure—that he lodged a third of the freight in the hands of Admiral Keppel's agent, in Jamaica, by desire of Sir George Pocock, who also desired him to tell Admiral Keppel, then at Jamaica, to remit this third, after deducting his third from it, to his (Sir George Pocock's) agent in London.—Admiral Wolfeley believed this distribution to be the result, not of any particular agreement between the parties, but of the general usage of the navy.

Lord Hotham was next called: he stated, that he served under Lord Howe, all the time he commanded on the American station, from 1776 to 1780, as a junior Admiral; that during that time he had frequently been paid his share of freight money as a junior admiral, that his share

share was, when there was only one junior admiral, a third of the third of the commander in chief; but when there was more than one junior admiral, a half of the commander in chief's share was divided amongst them; that he afterwards had the command in chief on the Mediterranean station upon Lord Hood's coming home in 1794, that there were one or more junior Admirals who served under him, during the time he had the command, and that he always paid them a share of any money arising from freight, conceiving it to be their right.

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Admiral Caldwell stated, that in 1796, he had the command on the West India station; that during that time, he had twice received freight money; that both times he had paid Admiral Thompson, who served under him, a third of his third of the freight money; and that he would not have paid, nor would Admiral Thompson have received this money, had he on the one hand, not thought that Admiral Thompson's claim was just, and Admiral Thompson on the other, not thought that he was entitled to it.

Admiral Bligh said, that he had served from 1796 to 1799, as junior Admiral, under Sir Hyde Parker, on the West India station; that during the first four months he was the only junior admiral; and that then he had received a third of all money arising from freights; that during the remainder of the time there were two or more junior Admirals, and that then the half of the commander in chief's third was divided among them; and that this happened in more than a dozen instances.

Admiral Pole said, that he had served in 1794 and 1795, as junior Admiral, under Admiral Harvey, on the Barbadoes station; that during that time he had received from the commander in chief, a share of some freight money, but that he did not know what that share was, as he trusted to the known accuracy of Admiral Harvey.

Caleb O'Brien said, that he commanded the *Resistance* frigate in 1781, on the West India station; that Admiral Gambier was at that time commander in chief on that station, and that Sir Francis Knowles served under him as a junior admiral; that he then brought home some money in the *Resistance*; that he received the freight, and paid, by order of Admiral Gambier, his third of the freight to Sir Charles Middleton, his banker; that Sir Francis

A. D. Knowles, on making up his accounts found that he had not
1800 been paid his share of this freight money, and demanded it from the witness; that it was taken from the hands of Sir Charles Middleton, and paid to Sir Francis; and that Admiral Gambier was afterwards informed of this, and made no objections.

Mr. Hunter said, that he was agent, and had been for many years, for Lord Duncan; and that he had paid on Lord Duncan's account to Admiral Pringle, who served under him as a junior admiral, some freight money; but that since that time, Lord Duncan had received a dozen of times freight money, and that he had never paid any of it to junior admirals, though junior admirals were then serving under him.

This was the substance of the evidence, on the part of the plaintiff, to establish the usage.

Mr. Park, the leading counsel for the defendant, agreed, that if this usage was established to be the universal and invariable usage of the navy, the plaintiff would be entitled to the verdict of the jury; but he contended, that this evidence had not established the fact: he made some animadversions on the testimony which had been given. Before the year 1762, the existence of the usage was not pretended to be proved, and Admiral Wolseley's evidence only went to an individual instance, which might, for any thing that appeared, be the result of private agreement. Next in order of time, was the evidence of Lord Hotham, respecting the usage upon this point of Lord Howe, in 1776, and from that time, to 1780. He allowed that this might be the practice of Lord Howe; but his practice, however high his authority on all other naval subjects, could not alone establish a usage to be universal and invariable. As to the conduct of Admiral Hotham himself, when he had the chief command in the Mediterranean, he would be excused if he could give it a little weight, because he might be considered merely as a pupil from the school of Lord Howe, and as adopting the practices of that great and noble admiral. The rest of the evidence related to later periods, and when in opposition to the facts which had been stated, he could place the opinion and conduct of the plaintiff in this cause, Lord St. Vincent himself, who certainly had not resisted the demand of his junior admirals on any other ground, than because he was conscientiously

con-

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convinced that the demand was not just; of Lord Duncan, who had also resisted such demands; and of the opinion and practice of Lord Hood, whom he would presently have the honour of examining; he thought that the usage though practised in some cases, was far from being so universal as to justify the demand of the plaintiff: he would call his witnesses, and leave it to the jury to determine from the whole of the evidence under the direction of his lordship, whether this usage was proved so as to entitle the plaintiff to a verdict? He then called Lord Hood, who stated, that he had been sixty years in the naval service of his country. He had never heard of any claim of junior admirals upon the third share of all the freight money paid to the commander in chief, till after he returned from the command of the Mediterranean fleet in 1794. After that time, his agent informed him that some claims had been made by the junior admirals who had served under him, to a share of some freight money which he had received when he commanded on that station. He wrote to his agent to distribute the shares claimed; but upon hearing that Lord St. Vincent and Lord Duncan had resisted such claims, he began to make enquiries as to the justice of the claims, and in the end demurred to the payment: he had served about a year as junior admiral, under Lord Rodney, in the West Indies, and he himself had never received any freight money; and afterwards when Lord Rodney resigned the command, and when he succeeded to it, he had never paid any to junior admirals. While he commanded at that time, on that station, no freight money was received, so that it could not be distributed, and he never heard of any being received when he served as junior admiral. On the circumstance being mentioned, Lord Hood remembered that Admiral Cosby had once retained a share of some freight money, while he served as junior admiral under him, in the Mediterranean.

Lord Hood appealed to Lord Hotham, who had served under him as junior admiral in the Mediterranean, if he had ever paid him a shilling of freight money. "I kept it all myself," said Lord Hood. "You did my Lord," said Lord Hotham; "but I thought I was entitled to a part of it."

Mr. Alford, agent for Lord St. Vincent, said, that since he had been agent for that noble admiral, he had frequently received freight money on his account, before the present

A.D. 1800 dispute arose, and that he had never been authorized to pay any share of it to junior admirals, though several had served under Lord St. Vincent at the time.

Mr. Serjeant Shepherd replied in a very able manner to the arguments of the defendant's counsel. He reviewed the evidence which had been adduced in support of his case, shewed its inadequacy to invalidate that which he had brought forward to prove the existence of the usage; ably reconciled the testimony of Lord Hood, with that of his own witnesses; put in a clear and strong point of view the substance of their evidence, and insisted that the result of all that had been stated was, that the usage was general in the service of the navy. His whole address to the jury was luminous and animated.

Lord Eldon, in his charge to the jury, entered minutely into the details of the evidence, and stated it clearly as his opinion, upon the whole that had been adduced, that the usage was fully established. If the jury should be of his opinion, they would give their verdict for the plaintiff. But besides this point of fact, which they had to determine, he stated, that there is a point of law respecting the consideration upon which the claims of junior admirals is founded. (Mr. Percival, in his opening for the defendant, and Serjeant Shepherd in his reply, both shortly adverted to this.) His lordship thought that such considerations upon such claims as this are founded, ought not to be minutely examined into. If this usage contributes to the good of the service; this consideration ought at once to make it legal. If he was wrong in his opinion, he would have an opportunity of being afterwards set right by a superior judgment to his.

The jury found for the plaintiff, in 5*l.* 1*s.* and a fraction.

On the morning of the 11th of June, Sir John Borlase Warren dispatched the boats of his squadron,* under the command of Lieutenants Burke, Jones, Green, Gerrard, Stomp, and Price, to attack, and endeavour to bring out a

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
Renown,		74	{ Rear Admiral Sir J. B. Warren.
Defence,	-	74	{ Capt. T. Eyles.
Fisgard,	-	44	— Lord H. Powlett.
Unicorn,	-	32	— T. B. Martin.
			— D. Wilkinfon.

convoy

convoy of the enemy which he had observed at anchor, at St. Croix, within the Penmarks. This service they performed in a most resolute and gallant manner, in opposition to a heavy battery, three armed vessels, and a constant fire of musquetry from the shore. They brought off the three armed vessels and eight others laden with supplies for the fleet at Brest; the rest amounting to twenty sail, run upon the rocks, and many of them were lost.

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Four men were wounded in the boats.

On the 23^d, a more desperate attack was made by the boats of the same squadron, on the enemy's vessels of war and convoy in Quimper River. The attack was made under the immediate directions of Captain Thomas Byron Martin, of the Fisgard, on board of whose ship the boats were ordered to rendezvous. At day-light in the morning, they arrived off the entrance of the river, and in order to protect the boats in the execution of this service, the marines were landed in two divisions, the one on the right bank of the river, under Lieutenant Burke, of the Renown, the other on the left, under Lieutenant Gerrard, of the Fisgard.

Lieutenant Yorke commanded the boats, and was going with great expedition and good order, to the attack; but finding the enemy had removed to an inaccessible distance up the river,* he immediately landed, stormed and blew up a battery, with several 24 pounders. Two other strong works with their magazines were also blown up; the three forts were mounted with seven 24 pounders.

On the 17th of June, a court-martial assembled on board his Majesty's ship Gladiator, in Portsmouth harbour, composed of the following members.

President,	
Vice Admiral Sir William Parker, Bt.	
Rear Adm. J. Halloway,	Capt. Sir H. Trollope,
Capt. E. Thornborough,	G. Murray,
D. E. Darby,	Fra. Packmore,
Cha. Tyler,	Sir T. Williams,
J. S. Yorke,	Tho. Wolley,
T. Graves,	J. G. Church,
M. Greetham, Esq. Judge Advocate,	

* A frigate of 28 guns, brig of 12 guns, lugger of 16 guns, cutter of 10 guns, and several sail of merchant vessels.

A. D. 1800 Pursuant to an order from the right honourable the lords commissioners of the admiralty, directed to the president, setting forth—That the Right Hon. Capt. Lord Proby, commander of his Majesty's late ship *Danae*, had acquainted their lordships, by his letter of the 18th of March last, that about half past nine P. M. on the 14th of the said month, when all the officers, except himself, the marine officer, and the master were in bed, the marine officer came into his cabin to inform him that there was a mutiny upon deck; that he immediately attempted to get up the after hatchway, but it was already guarded by near twenty men, and a cut he received on the head, stunned him, sufficiently to give them time to secure the hatchways in such a way, that there was no possibility of forcing them; that he then mustered about ten cutlasses, four muskets, and some pocket pistols, which were distributed to the most trust-worthy of about forty men, who were asleep in their hammocks when the affair took place, and waited in hopes of the mutineers being forced to keep the sea; but unfortunately the wind changed, and they were able to fetch under fort Conquest the next morning. That about two o'clock P. M. a large detachment of French troops came on board; and as there was no longer the most distant prospect of doing his country a service by further opposition, he surrendered.

The court proceeded to inquire into the cause and circumstances of the loss of his Majesty's ship *Danae*, and to try Captain Lord Proby, his officers, and ship's company, for their conduct upon that occasion. And having heard the evidence produced and completed the inquiry; and having maturely and deliberately weighed and considered the whole; the court is of opinion that the loss of his Majesty's late ship the *Danae*, was caused by a mutiny of part of the crew, which took place on board her the 14th of March last, who obtained possession of the ship, navigated her to Conquest, in France, and delivered her up to French troops. That Captain Lord Proby, her officers, and those of the ship's company now present, and whose names are stated in the minutes, made every exertion in their power to quell the mutiny, and preserve his Majesty's ship *Danae*; and doth adjudge them to be acquitted. And the said Captain Lord Proby, his officers, and those of the said ship's company now present, are hereby honourably acquitted accordingly.

On

On the 25th, Vice Admiral Sir William Parker sailed in the *America*, to take the command of his Majesty's squadron at Halifax. A.D.
1890

On the 26th of June, a court-martial was held on board the *Gladiator*, in Portsmouth harbour, to try Captain James Alms, his officers, and ship's company, for the loss of his Majesty's ship the *Repulse*, on the coast of France. After a thorough investigation of the business, the court was of opinion, that Mr. Rothery, the first lieutenant, and Mr. Finn, the master, had been guilty of disobeying the captain's orders; sentenced them to be dismissed his Majesty's service, and rendered incapable of ever serving again. That Captain Alms, his other officers, and ship's company are honourably acquitted.

On the 27th, Mr. William O'Kelly, surgeon of the *Sparkler* gun vessel, was sentenced by a court-martial, to be two years imprisoned in the Marshalsea, and to forfeit all his pay; for behaving in a mutinous and disorderly manner, disobedience of orders, and for snapping a pistol at the sentinel when under arrest.

On the 1st of July, Sir John Borlase Warren having received information that a ship war, with a large convoy of the enemy, were lying within the island of Noirmoutier, destined to Brest, with provisions, &c. or the fleet, was determined to attempt the destruction of these vessels; he therefore anchored in the bay of Bourneuf, and directed the boats of the squadron * to rendezvous on board the *Fisgard*, and follow the orders of Captain Martin. The enemy's armed vessels and convoy, were lying within the sands in Bourneuf bay, moored in a strong position of defence, and under the protection of six heavy batteries, at the south east part of Noirmoutier, besides flanking guns, on every projecting point. Captain Martin having made a judicious arrangement of the attack, by forming the boats into three divisions, under the directions of Lieutenant Burke, dispatched them from the ship some time after dark. At twelve o'clock they resolutely boarded, and after much resistance and considerable loss on the part of the enemy, got

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
Renown,	-	74	Rear Ad. Sir J. B. Warren,
Defence,	-	74	Capt. T. Eyles,
<i>Fisgard</i> ,	-	44	— Lord H. Powlett,
			— T. B. Martin.

.B b 4

possession

A. D. 1800 possession of the ship of war, four armed vessels, and fifteen merchantmen, the whole of which were burnt, on finding it impossible to bring them out. On the return of the boats, after having performed this essential service, they unfortunately took the ground, and in less than ten minutes were perfectly dry, by which unlucky circumstance they became exposed to a continued fire from the forts, and 400 French soldiers formed in the rear; but in opposition to this, they determined to attack other vessels of the enemy, and endeavoured to secure one sufficiently large to receive all the party, which they accomplished; and with great intrepidity, exertion, and strength, drew her upwards of two miles over the sands, until they were up to their necks in water before she would float. Notwithstanding this bold, persevering and desperate enterprize, 4 officers and 88 of these brave fellows were made prisoners.

A List of the Vessels taken and burnt by the Boats of his Majesty's Ships, Renown, Fisgard, and Defence, the 2d of July 1800, with the number of Officers and Men employed on that Service, under the orders of Captain Martin.

Armed Vessels.

Ship la Terese, 20 guns; a lugger of 12 guns, two schooner gun-boats of six guns each, one cutter of six guns. Total 50 guns.

Merchant Vessels.

Fifteen sail, all laden (as well as the armed vessels) with flour, corn, provisions, bale goods, and ship timbers, for the fleet at Brest.

Number of Men employed.

Renown—Three officers, 4 petty officers, 37 seamen, and 20 marines.

Fisgard—Two officers, 2 petty officers, 31 seamen, and 13 marines.

Defence—Two officers, 5 petty officers, 45 seamen, and 28 marines.

Total

Total—Seven officers, 11 petty officers, 113 seamen, 61 marines. A.D. 1800

Number of Men who forced a Retreat.

Renown, 28 ; Fisgard, 46 ; Defence, 26 —Total 100.

Number of Men taken Prisoners.

Renown—One officer, 1 petty officer, 21 seamen, and 13 marines.—Total 36.

Fisgard—Two seamen.

Defence—Three petty officers, 30 seamen, and 21 marines.—Total 54.

Total—One officer, 4 petty officers, 53 seamen, and 34 marines.

Officers Names Employed.

Renown—Lieutenant Burke, Thompson and Ballinghall, marines, (wounded and prisoners).

Fisgard—Lieutenants Dean and Gerrard, marines.

Defence—Lieutenants Garret and Hatton, marines.

On the 2d of July, Lieutenant William Walker, commanding the Sparkler gun vessel, was dismissed the service, by the sentence of a court-martial, on a charge of having repeatedly answered at the time of muster, for men who ran away from the boat, and said they were on liberty ; and also for having answered for his own child, aged one year, rated A. B. and said he was on shore on duty ; and for having sent one of the ship's company (then on board) assuming the name of William Walker, his son, and received five pounds bounty at Portsmouth ; and for having shortened the fresh provisions from the ship's company, and drew it on shore for the use of his own table ; and sent salt herrings on board, which he vended to the crew without a vegetable of any specie, and that he also drew the full provisions for fifty men, that complement not being complete.

On the night of the 9th of July, the squadron of frigates, fire-ships, &c. under the command of Captain Henry Inman, of the Andromeda, made an attempt to take or destroy

A.D. 1800 destroy the French frigates in Dunkirk Roads.* The Dart sloop of war, commanded by Captain Patrick Campbell, stood in, in the most gallant manner, and with intrepid bravery boarded, carried, and brought off, after a desperate resistance, La Desirée, of 40 guns, and 350 men. The fire-ships followed; but the moment the enemy discovered them to be in flames, they cut their cables, and stood down the inner Channel within the Braak Sand: the next morning they regained their anchorage without our ships being able to molest or cut them off. The loss sustained in this attack, was one man killed on board the Dart, Lieutenant James M'Dermitt badly wounded, and 10 men; Comet, two wounded; Biter, two wounded; Ann cutter, one wounded; Kent cutter, one wounded.

Several of the French officers and men who were taken on board the Desirée, being very badly wounded, Captain Inman sent them the next morning into Dunkirk with the following letter to the French commodore:

" Andromeda, off Dunkirk, July 8, 1800.

" Sir,

" Motives of humanity have induced me to send one of his Britannic Majesty's cutters, under my command, with some unfortunate wounded officers and men of La Desirée.

* BRITISH FORCE.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Gun Vessels, &c.</i>
Andromeda -	32	H. Inman.	Boxer - Lt. Gilbert.
Babet -	20	J. Mainwaring.	Teaser - — Robins.
Nemesis -	28	T. Baker.	Biter - — Norman.
Dart -	30	P. Campbell.	Stag - — Humphreys.
Wasp (F. V.)	16	J. Edwards.	Nile - — Whitehead.
Falcon (F. V.)	14	H. S. Brett.	Ann - — Young.
Comet (bomb)	14	T. Leaf.	Kent - — Corban.
Rosario (F. V.)	14	J. Carthew.	Vigilant - — Dean.
Sally -	22	R. Williams.	

FRENCH FORCE.

<i>Ships.</i>	<i>Guns.</i>	
Poursuivant -	40	Commodore
Carmagnole -	50	
Incorruptible -	40	
Desirée -	40	Taken

The three forty gun frigates carried 24 pounders on the main deck; the fifty, 18 pounders.

" I trust

" I trust the flag of truce will be permitted to return without loss of time, and that you will have the goodness to transmit me, by the same conveyance, a proper receipt, acknowledging their parole, which their wounds will not suffer them at present to give me without considerable delay, that might be of serious consequence to them. A.D. 1800

" I am, Sir,

" Your most obedient humble servant,

" HENRY INMAN.

" *To the Commanding Officer*
 " *of the French Squadron*
 " *in Dunkirk Roads.*"

To which the French Commodore replied,

" *Dunkirk, 19th Messidor, 8th Year*
 " *of the Republic.*

" Sir,

" I thank you in the name of my unfortunate wounded countrymen, for your conduct towards them.

" Your letter was given me by the English officer who brings this back.

" You will find enclosed the list of the French officers and seamen he has landed, with the receipt, which will, in the exchange of prisoners, account for men to your government.

" I have the honor to be, Sir,

" Commodore GASTAGNIER.

" *To Captain INMAN, commanding*
 " *the English Squadron off Dun-*
 " *kirk.*"

Captain Campbell was promoted to post rank, for his gallant conduct in cutting out *La Desirée*, and appointed to command the *Ariadne*.

Captain Inman was given the command of *La Desirée*.

On the 12th of July, the ceremony of laying the first stone of the wet docks at the Isle of Dogs, was performed by the Right Honourable Lord Loughborough, Lord Chancellor; the Right Honourable William Pitt, first Lord Commissioner of the Treasury, and Chancellor of the Exchequer; George Hibbert, Esq. the chairman, and Robert Milligan, Esq. the deputy chairman, of the West-India Dock Company. The stone was prepared with two recesses,

A.D. 1800 recesses, each to contain a bottle, in one of which was deposited the several coins, (gold, silver, and copper,) of his present Majesty's reign; and in the other an appropriate inscription in English and Latin.

On the night of the 29th of July, one of the most desperate and heroic exploits was undertaken by Mr. Jeremiah Coghlan, acting lieutenant, commanding the Viper cutter, that has been hitherto recorded.

This gallant young man, when watching port Louis, thought he could succeed in boarding some of the enemy's cutters and gun-vessels, which he had observed moving about the entrance of that harbour; and for this purpose, he intreated Sir Edward Pellew, of the *Impetueux*, who was stationed off this port, to let him have a ten oared cutter, with twelve volunteers, which being granted, he, with Mr. Silas Padden, midshipman, and six of his men, making in all 20, accompanied by his own boat, and one from the *Amethyst*, determined to board a gun brig, mounting three long 24 pounders, and four six pounders, full of men, moored with springs on her cables, in a naval port of difficult access, within pistol shot of three batteries, surrounded by several armed craft, and not a mile from a 74, bearing an admiral's flag, and two frigates. Undismayed by such formidable appearances, the early discovery of his approach, (for the enemy were at quarters,) and the two other boats at a considerable distance, Mr. Coghlan bravely determined to attack alone, and boarded the brig on the quarter; but unfortunately, in the dark, jumping into a trawl net hung up to dry, he was pierced through the thigh with a pike, and several of his men hurt, and all knocked back into the boat.

Unchecked in ardour, they hauled the boat further ahead, again boarded, and maintained against 87 men, 16 of whom were soldiers, an obstinate conflict, killing six, and wounding 20, among whom was every officer belonging to her. Mr. Coghlan's bravery was at length crowned with success, bringing off his prize from under the fire of the batteries, and several small armed vessels which lay around her. This daring enterprize was executed with the loss of only one man killed, and eight wounded, including Mr. Coghlan and Mr. Padden, who was wounded in six places; he was knocked, with several of his party, overboard,

board, and twice beat into the boat, notwithstanding they returned to the charge with unabated courage. A.D. 1800

The brig was *Le Cerbere*, commanded by a Lieut. de Vaisseau. The squadron, to mark their admiration of such distinguished and determined bravery, gave her up as a prize to the conquerors.

Earl St. Vincent was so much pleased with the intrepid courage of Mr. Coghlan, that he presented him with a handsome sword.

Captain James Wallis, who returned from Jamaica commander of the *Brunswick*, charged with the convoy which arrived on the 15th of July: soon after his arrival, received the following handsome letter from General Le Veaux, whom he brought home a passenger, and prisoner of war.

“STEPHEN LA VEAUX, General of Division, to Captain WALLIS, Commander of the *Brunswick*.

“*Portsmouth, on board the Brunswick,*
August 1, 1800.

“Captain,

“Gratitude is a debt incumbent on all to render: receive then that which my son, which Ormancin, and myself, wish to offer with a sensibility equal to what we feel, for all the obligations we lie under to you. The delicacy of your conduct so much alleviated our situation, as, at times, to make us forget that we were your prisoners. You are a father and a husband! and therefore feel already the joy I have in view, to behold again a wife and two beloved daughters. It shall be in the union of this dear family, that we will repeat all we owe to you for such happiness.

“We will incessantly recall your humanity, your actions, your virtues, and the love which you possess for your country! Like you, we regard our own; and you have had the generosity to allow of us to speak of it before you. Nations may declare war, but wise and virtuous men will always esteem each other.

Receive, Captain, the sentiments with which we three have the honour to remain.

“STE. LA VEAUX.

“ORMANCIN,

“LA VEAUX Fils.”

OR

A.D. 1800 On the 19th of August, the boats of the *Wolverene*, with those of the *Sparkler* and *Force* gun brigs, destroyed two vessels in the bay of Grand Camp, which had taken shelter under the batteries, which, with about 200 soldiers on the beach, kept up a constant fire upon them. Three men were wounded, and four of the enemy killed.

On the 25th, the squadron under the command of Sir John Borlase Warren, with the ships armed en flute, having on board a large body of troops, arrived off the Bay of Playa de Dominos, near Ferrol.* General Sir James Pulteney having desired that the troops might be disembarked, Sir John Warren directed Sir Edward Pellew to superintend that service, assisted by Captains Hood, Dalrymple, Fyffe, and Stackpoole, with Captains Guian, Searle, and Young, which was ably performed on the same night, in the above-mentioned bay, after a fort of eight 24 pounders had been silenced by the fire of the *Impetueux*, *Brilliant*, *Cynthia*, and *St. Vincent* gun boats; the whole army were on shore without the loss of a man, together with sixteen field pieces, attended by seamen from the men of war, to carry scaling ladders, and to get the guns to the heights above Ferrol. Immediately the troops landed, they ascended a ridge of hills adjoining to the bay. Just as they had gained the summit, the rifle corps fell in with a part of the enemy, which they drove back; Lieut. Colonel Stewart, who commanded this corps, was wounded. At day break on the morning of the 26th, a considerable body of the enemy was repulsed by the brigade under the command of Major General the Earl of Cavan, supported by some other troops; this advantage gave the British the complete and undisturbed possession of the heights which overlooked the town and harbour of Ferrol; but not without some loss, chiefly owing to the steep and rocky ground the troops had to march over. Sixteen were killed. Lieutenant Colonel Stewart; Captain Hamilton, of the 27th; Captain Trevors, of the 79th; Lieutenant Edmonstone, of the 2d battalion of the Royals; and Captain Torrens, of the 1st battalion of the 52d, (who died of his wounds) and 63 rank and file wounded.

On the same evening the General informed Sir J. Warren, that from the strength of the country, and the enemy's works, no further operations could be carried on, and that

* Appendix, Chap. II. No. 399.

it was his intention to re-embark the troops ; which service A.D. was accomplished with great order and regularity before 1800 day-break on the 27th, when the squadron proceeded to sea, and the next day arrived off Vigo.

EXPEDITION AGAINST FERROL.

“ *Saint Ildephonse, Sept. 1;*

“ *Summary of a Dispatch from Citizen Alquier, Ambassador of the French Republic at Madrid.*

“ Citizen Minister,

“ I hasten to send to you the official details of a brilliant victory gained by the Spanish troops over 15,000 English who landed between Corogne and Ferrol. It is an affair extremely splendid, for it is a fact that there were opposed to the enemy only 4000 men, composed of land and sea forces, which were disposable, and some militia. The gun-boats have effected wonders. A floating battery of eight pieces of 24 pounders, was begun and finished in five hours. The English, notwithstanding their superiority of numbers, have been obliged to re-embark in disorder, after having a great many killed, and very many wounded, besides experiencing a considerable loss in prisoners. It was their intention to surprize and burn Ferrol, to possess themselves of the six armed ships ready to sail from the port, and to destroy those not yet in a state to put to sea. Spanish bravery has convinced them that even with superior force such an enterprize was not free from temerity.”

Translation of the Extraordinary Gazette of Madrid.

“ By extraordinary couriers, whom the general commandant, *per interim* of the department of marine of Ferrol, Don Francisco Melgarejo, has dispatched, of the dates of the 25th, 26th, and 27th curt. the King has been informed of the following details relative to a landing effected by the English at the Place of Doninos, situate in the vicinity of the said department. In the morning of the 25th, the watch of Monte-Ventoso perceived at a distance of four or five leagues, a squadron and convoy coasting along to double the Cape of Triotro. They were scarcely descried, before 67 sail might be counted, but without possibility of determining with certainty their force, on account of the settled gloom that covered the horizon. The squadron and
convoy

A.D. 1800 convoy sailed along towards the south with a light wind until an hour after mid-day, when finding themselves north-west, at a distance of two or three miles, they steered an eastern direction, and came along from north to south, between the low shore of Doninos and that of Los Rios. They shewed by their manœuvres, that it was their intention to make a landing of troops on the above shore of Doninos. The enemy's squadron was then perceived to consist of ten men of war, of which four were three deckers, seven frigates, seven by-landers, and other transports.

"At four in the evening, the hostile squadron and convoy cast anchor in the bay. Their first disposition was to send ten boats with troops for the purpose of landing, in which they succeeded without opposition, under the protection of two by-landers and a frigate, the fire of which commanded the battery situate in that place, without its having been possible for the small detachment which was there, to act any other part than retire in haste. They then proceeded to land two field pieces and the remainder of the force, which instantly marched to gain possession of the heights.

"The commandant general of the department, informed of these circumstances by the different advices received the same day from the watch of Monte Ventoso, and having no doubt with respect to the intentions of the enemy, immediately made a report to the commandant general of the kingdom of Galicia, Count Donadio, commander of the flying camps, and to the governor of the place, in order that they might co-operate efficaciously for its defence and that of the arsenal, which was evidently the object against which the enterprize of the enemy was directed.

"In consequence, the commandant lost no time to furnish all the succours which he could dispose of, after having covered the posts of the marine, and made all the dispositions which such critical circumstances required, already determined in the plan of defence, adopted by ministry conformable to the order of the council of war in 1797, at which Don Felix de Tejada, the captain general of the said department, presided.

"The squadron commanded by the lieutenant, General Don Joachim Moreno, landed 500 men, endeavouring, at the same time, to take the most favourable position. After having taken all these measures to arrest the progress of the enemy, and given orders that all the workmen and labourers

bourers of every description should assemble in the arsenal, to be there armed, and ready to proceed where their assistance might be necessary; in fine, after having taken all other proper measures, in concert with the Commandant General of the squadron, Don Francisco Melgarejo, Commandant *per interim* of the department, dispatched, at nine o'clock at night, a courier extraordinary to inform his majesty of every thing which had taken place up to that moment.

A. D.
1800

"The first movement of the enemy was to take possession of the heights of Brion and Balon, which command the port and the place, but the detachment of 500 men of the squadron arrived time enough to dispute their passage. It fought with fury and success, and arrested the march of the English, notwithstanding its small number and the considerable force of the enemy. During the engagement, it effected a junction with the other corps of the army and marine which had taken their position upon the heights of Brion, under the command of Field Marshal Count Donadio, this point being the most advantageous for repulsing the enemy.

"In the night of the 25th the workmen and labourers were armed, and made to occupy the coast. Measures were taken for the equipment of boats and other vessels furnished by the squadron, in which were sent to all the forts the succours most urgent, drawn from the magazine and squadron, for the supply of all the posts on the land and the gun-boats. The commandant general also ordered, that as much provisions as circumstances would permit, should be drawn from Grana, and transferred to the arsenal. Enough was taken from thence for the subsistence of the land and marine forces, and every thing necessary was also sent to the governor of the place, and the commandant of the flying camps.

"The night of the 25th passed without any remarkable event, but on the following morning our troops posted on the heights of Brion were attacked by the enemy with very superior force. We did not flatter ourselves with the hope of keeping this post, but it appeared necessary to disgust the enemy, by imposing upon him the necessity of fighting at every step. The engagement was lively and obstinate; the enemy had artillery, we had none; he was encreasing his forces at a point where there were already 8000 men. We fought hand to hand, and gave General Melgarejo time to

A.D. 1800 bring up a floating battery of eight twenty-four pounders, from which an unexpected fire did great mischief among the enemy.

“ The captain of a frigate, Don Antonio de Pilos, commanded this battery and the brigantine Vivo. The gunboats on their side acted with the greatest success. The captain of the marine gave orders necessary to derange the projects of the enemy, and at the same time took measures to procure the assistance of the artillery drawn from the vessel St. Ferdinand, and to transport all the powder to a magazine on the opposite side, after having distributed what was necessary for the service of the moment.

“ The commandant general, *ad interim*, of the kingdom of Galicia, Don Francois de Negrette, reinforced the garrison of the place with a battalion of the African regiment, and with another of the volunteers of Arragon, so that the garrison amounted to 3000 men, and was supplied with provisions and ammunition.

“ The same day another body of the enemy proceeded to attack the castle of St. Philip ; but this attempt was unsuccessful. Tired out with so much resistance, he renounced his projects, and about four o'clock in the afternoon he withdrew towards the place of debarkation.

“ Count Donadio spent the whole night before the gate of Canado, upon which it was presumed an attack might be made, although all our intelligence confirmed the retreat of the English, and their junction at the lagune of Dominos.

“ In such circumstances the commandant general of the department dispatched a second courier extraordinary at nine in the evening ; and by one on the following day he confirmed the embarkation of all the enemy's troops at one o'clock in the morning.

“ They set fire to the woods and houses on the coast, took the watch tower of Monte Ventoso, and drove away all the cattle they could.

“ Limiting their successes to these disorders, the fleet and convoy set sail.

“ By the declaration of a French sailor who was a prisoner on board the enemy's ships, but contrived to escape, we learn that the expedition consisted of six ships of war, of which three were three deckers, five frigates, several smaller vessels

vessels of war, and about 70 transports, and had on board about 15,000 men for disembarkation. A.D. 1800

“ The same prisoner adds, that the motive of the enemy’s unexpected retreat was the strong resistance his attempt had met with, notwithstanding his great superiority; that he lost 1000 killed, among which were a lieutenant general and a colonel, and had 800 wounded; that it was his plan to take the castle of St. Philip, and afterwards to attack this place, to bring his fleet into the port, and to take possession of the Spanish vessels which were in it; but, that seeing the brave defence made by the fort, and the lively and well-directed fire of the gun-boats which defended it, he determined upon a retreat. This he commenced at two in the afternoon, in the greatest disorder, and under constant dread of attack. The same person adds, that according to what he had heard, the enemy expected the arrival of another more considerable convoy, which was preparing in the English ports with the same object in view. In the actions on the evening of the 25th, and the morning of the 26th, we had 75 wounded in the different corps, and in the marine; and a Lieutenant de Vaisseau, Don Aug. Matieto, and an ensign of a frigate, Don Miguel Godoi, who conducted himself with great bravery, are dead.

“ The commandant general of the department has in a particular manner praised the activity, intelligence, and bravery with which the field marshal Count Donadio directed all the operations of the defence in that part which was entrusted to him. He also praises the conduct and measures of the governor of the place, the promptitude and zeal with which the commandant general *ad interim* of the kingdom of Galicia came to the assistance of the department, with the troops he brought from Corunna; in fine, he speaks in the handsomest terms of the intrepidity of the officers and troops, both by land and sea, and of the waggoners, workmen, and labourers in the arsenal, who have all equally concurred in repelling the enemy, without fearing his superiority.

“ His majesty has learnt these events with the most lively satisfaction, and is anxious to express to Don Francisco Melgarejo, how much he is gratified with his conduct, and with the wise dispositions which he made. His majesty is equally pleased with the good conduct of the commandant general of the kingdom, with that of Don Juan Moreno,

A.D. 1800 and the other general officers, with the troops and individuals of the navy, who have all concurred with similar zeal and disregard of danger, to repulse the enemy.

“ The king does the same justice to the chiefs, officers, and troops of the army under the orders of field marshal Donadio, reserving the recompence due both to the one and the other, till he shall receive more circumstantial relations.

“ In the mean time his majesty has thought proper to order that there be granted, by way of gratification, two months pay or appointments to such soldiers, sailors, workmen, and all others as have contributed to repel the enemy.”

On the night of the 29th of August, the boats of the squadron, under the command of Sir John Borlase Warren, placed under the directions of Lieutenant Burke, attacked with the greatest bravery a French privateer, moored close to the batteries in Vigo Bay. Her commander, resolved to defend his ship, had laid over the hatches to prevent his people giving way, and, to shew that they were prepared, cheered as the boats advanced; notwithstanding this determined opposition, they resolutely boarded and carried her in 15 minutes, after a desperate resistance, with the loss of 25 men killed, and 40 wounded, amongst the number her commander mortally. The loss sustained on our part was four killed; Lieutenants Henry Burke, of the *Renown*; John Henry Holmes and James Nenne, of the *Courageux*, with 17 men wounded.

On the 2d of September Mr. George Hudson, surgeon of his majesty's sloop *Beaver*, was tried by a court-martial, held on board the *Gladiator* in Portsmouth harbour, on a charge of striking and using reproachful language to Lieutenant Symons of the said ship.

The charge having been proved, Mr. George Hudson was sentenced to suffer death. But the court being fully convinced that the offence proceeded from an error in judgment, by the contrition he repeatedly exhibited as soon as he was aware of the same, and by his very earnest desire to make atonement for the offence, the court did, in the most earnest and impressive manner, recommend the said George Hudson for mercy.

He accordingly received his majesty's most gracious pardon.

September the 9th. In consequence of a letter from Mr. Rose, of the Treasury, to the Commissioners of the Transport

port and Victualling Boards, desiring their opinion as to the propriety of purchasing Mr. Dudman's dock at Deptford, for the purpose of promoting œconomy and dispatch in those services; Sir Andrew Snape Hammond, Bart. Comptroller of the Navy; George Marsh, Esq. Commissioner of the Navy; and Rupert George, Esq. Commissioner of the Transport Board, visited and examined the premises, and after very mature deliberation were of opinion the purchase would be extremely beneficial to the public, by the dispatch as well as œconomy it would promote in the execution of the Transport and Victualling services in the river Thames. They stated several sound and well-digested reasons of the utility of making this purchase.

A.D.
1800

On the 11th Lieutenant E. H. Clarke, of his majesty's ship Alliance, was dismissed the service by the sentence of a court-martial, and rendered incapable of serving in any capacity whatever in the royal navy, for having absented himself without leave.

On the 16th Lieutenant Pacey, of the Beaver, was dismissed his ship, and put at the bottom of the list, for disobedience of orders.

On the 25th the Hound sloop of war, Captain Turquand, was driven on shore in a heavy gale of wind on the coast of Scotland, and the whole crew perished.

On the 12th of October the boats of the Montague and Magnificent, under the directions of Lieutenants Bysett, Knight, Dunlop, and Griffiths, with much bravery cut out 11 sail of sloops, brigs, &c. which had taken refuge under the batteries in the port of Danenne, on the coast of France, with the loss of only one man killed, and two wounded.

On the 21st the boats of the Excellent cut out of Aberack three ships, laden with provisions for the fleet at Brest. One man was mortally wounded.

Between the 21st and 26th the boats of the Montague took and destroyed eight vessels, of different descriptions, off Port Louis and Noirmoutier. In performing this service, one man was killed, and four wounded.

On the 23d the Indefatigable and Fisgard came up with and captured, without resistance, the Venus French national frigate, of 32 guns, and 200 men, from Rochfort, bound to Senegal.

On the 26th Lieutenant James Ryder, of his majesty's ship Zealand, was tried by a court-martial, held on board

A. D. 1800 the Shannon at Sheerness, and sentenced to be dismissed the service, on a charge fully proved of absenting himself from his ship without leave.

In this month his Royal Highness the Duke of Clarence was presented with the freedom of Liverpool, in a box made of royal oak, highly polished, inlaid and lined with gold, as a testimony of his great parliamentary services in the important question relative to the African slave trade.

On the night of the 4th of November the Marlborough, of 74 guns, Captain Thomas Sotheby, cruizing in company with the Captain, commanded by Sir Richard Strachan, struck on a ledge of rocks near isle Gioûat, on which she hung for several hours, but by great exertions, and throwing several of her guns and heavy stores overboard, was got off, and cleared the reef on which she had struck. The ship was found to have received so much damage, that even after the masts were cut away, and the remainder of the guns, &c. thrown overboard, the water gained on them so fast as to make it necessary to leave her to her fate. The crew, all of whom were saved, were taken on board the Captain, and a Dane, which was in sight; and the Marlborough soon after sunk at her anchors.

On the 6th Rear Admiral Lord Nelson arrived at Yarmouth in one of the packets, having returned to England by the way of Germany. His lordship was presented with the freedom of the town.

On the 18th of November the boats of the squadron under Sir Richard Strachan destroyed a French corvette of 20 guns, which had taken shelter under the protection of the batteries at Port Navale. This service was executed with much judgment and bravery by Lieutenants Hennah, Clyde, Clarke, Skottowe, and Rodney, with the loss of one man killed, and seven wounded.

Early in the morning on the 13th the Milbrook schooner, of 18 guns, and 45 men, commanded by Lieutenant Mathew Smith, being off Oporto with two brigs of the Newfoundland convoy under his protection, fell in with a French privateer ship, of 36 guns; Lieutenant Smith at this time observed several other vessels in the offing, which he had reason to suppose was a part also of the above convoy.

The vast superiority of the enemy's force did not operate on the gallant spirit of Lieutenant Smith, whose principal object was the preservation of his convoy; he therefore
came

came to the resolution of giving the enemy battle, and in order to give his convoy a more favourable opportunity to escape, he made sail to close with her. A. D.
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It being nearly calm, it was eight or nine o'clock before the *Milbrooke* arrived within shot of her antagonist, when a spirited action commenced, and was maintained with great bravery until near ten o'clock, when the enemy's colours appeared to be struck; but the *Milbrooke* at this time having ten of her guns disabled, the masts, yards, sails, and rigging much wounded and cut to pieces, Lieutenant Smith could not prevent the enemy from taking advantage of a breeze springing up, and with the assistance of his sweeps to get off.

In this unequal contest the *Milbrooke* had only ten wounded; amongst them were Mr. Thomas Fletcher, the master, and Mr. J. Parston, surgeon's mate.

The enemy's vessel, which proved to be *La Bellone*, of 36 guns, and 320 men, put into *Vigo*, with the loss, it was said, of 20 men killed, the first and second captains, and 45 wounded.

Lieutenant Matthew Smith was promoted on the 16th of February, 1801, to the rank of master and commander, for his judicious and gallant behaviour in the above action.

On the 3d of December a court of enquiry was held at Plymouth on Lieutenant Carpenter, of his Majesty's brig *Flora*, which by some accident when at anchor in *Hamoaze*, on the night of the 20th of November, drifted on shore on the rocks between *Mount Wise* and the old gun wharf; she afterwards swung off, and overset on her beam ends.

The court, after taking the existing circumstances of the case into their serious consideration, did not attach blame personally to Lieutenant Carpenter: he was therefore honourably acquitted.

On the 5th Captain Sir Home Popham sailed with a small squadron for the East Indies.*

From the 6th to the 11th of December the Nile and Lurcher cutters captured and destroyed nine sail of vessels, laden with wine for the French fleet.

* Ships.	Guns.	Commanders.
<i>Romney</i>	50	Captain Sir H. R. Popham.
<i>Sensible</i>	36	R. Saure.
<i>Sheerness</i> (A. en flute)	44	J. S. Carden.
<i>Wilhelmina</i> (ditto)	36	J. Lind.

A.D. 1800 On the 8th, a court-martial was held on board his Majesty's ship, Princess of Orange, in Yarmouth Roads, for the trial of Captain Hopper of the marines, serving on board his Majesty's ship Ardent, on a charge brought against him by Captain Thomas Bertie of that ship, for contemptuous language.

President.

Charles Cobb, Esq.

Members,

James R. Mosse,
Geo. Hart,
John Lawford,

C. Reynolds,
Cha. Bayles,
A. C. Dickson.

The court proceeded to inquire into a charge exhibited by the Right Hon. the Lords Commissioners of the Admiralty, against Captain Thomas Hopper, of the marines, belonging to his Majesty's ship Ardent, for contemptuous language contained in a letter, dated the 26th November, 1800, addressed to Thomas Bertie, Esq. Captain of his Majesty's ship Ardent, to try him for the same. And the court having heard the evidence, and the prisoner's defence, and maturely and seriously considered the whole, are of opinion, that the contemptuous language alluded to in the aforesaid letter, was not meant for Captain Bertie, but for Lieutenant Marice, of the marines, as it appeared by the evidence produced. The court therefore acquit Captain Hopper of any intent of conveying any disrespectful or contemptuous language to Captain Bertie, his captain, and he is hereby acquitted accordingly.

On the 10th, Lieutenant Delyel, of his Majesty's ship Formidable, was dismissed from his Majesty's service, by the sentence of a court-martial, on a charge proved of his having spoken very disrespectfully of his captain.

The small squadron which was under the orders of Sir Richard John Strachan, cruizing off Quiberon and the coast of France, to intercept any supplies getting along shore to the French fleet at Brest, was very active and successful.

. Occurrences

*Occurrences relative to the Armed Neutrality, and Rupture
with the Northern States.* 1800

On the 25th of July, a squadron * of his Majesty's frigates being off Ostend, at six in the evening fell in with the Freya, Danish frigate, having under her convoy, two ships, two brigs and two galliots. Captain Baker, who was the senior officer in the Nemesis, hailed her, and said he would send his boat on board the convoy. The Danish captain replied, that if he attempted it he would fire into the boat. The Nemesis's boat was then lowered down, with a midshipman and four men in her, ready to go on board the convoy; the Danish frigate immediately fired several shot, which missing the boat, struck the Nemesis, and killed one man. The Nemesis immediately gave the Dane a broadside; a most spirited action ensued, and lasted about twenty minutes, when the Dane being much crippled, struck his colours. The frigate and convoy were carried into the Downs.

The Dane had 8 men killed, and several wounded; the Nemesis and Arrow, each, two killed, with several wounded.

Copenhagen, August 19.

Danish Account of the Detention of the Freya, and Convoy.

The following is the official report of Captain Krabbe, relative to the engagement with an English frigate on the 25th of last month:

" Captain Krabbe, who commands the frigate, Freya, has informed the board of Admiralty, by two reports, dated from the Downs the 26th and 28th ult.; that on the 25th of the said month, at two o'clock in the afternoon, he fell in at the mouth of the Channel with four English frigates, a brig, and a lugger. At four o'clock, the foremost English frigate, whose arrival he awaited, came up with him. Having taken her station alongside of his ship, she sent an officer on board, who, after the usual questions respecting

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Nemesis	28	Capt. Tho. Baker,
Prevoyant	40	— J. Seaton,
Terpsichore	32	W. H. Gage,
Arrow	30	W. Bolton,
Nile (lugger)	10	Lieut. Whitehead.

the

A. D. 1800 the destination of the Danish frigate, and the number of ships she had under convoy, left the former and returned on board the English frigate, which kept rather a-stern of the rest. She returned, however, very soon, and sent an officer on board the Freya, who desired to search the convoy. Captain Krabbe replied, that without acting contrary to his instructions, he could not allow the convoy to be searched, but offered to lay all the ship-papers before the commander of the British ships. But the English officer persisted, in the name of the commodore, in his demand of searching the convoy, which was peremptorily refused. The English officer left the Danish frigate, and the English frigate stood for the convoy, which received the signal from the Freya to close up as well as they could. In the mean while, another English frigate made up to the Freya, and fired with ball on a ship of the convoy. This shot was returned, but in such a direction, that the ball went over the English frigate.

“ About eight o'clock in the evening the commodore of the English squadron laid his ship alongside of the Freya, and repeated his demand that the convoy should be searched without opposition; and he was going to execute this measure, and to send boats for that purpose on board the merchantmen. But Captain Krabbe assured him, as he did before, that this proceeding was diametrically opposite to his instructions, and that the boats would be fired at.

“ The English commodore, persisting in his demand, ordered his boat to proceed to the ship of the convoy which lay nearest. Captain Krabbe ordered accordingly the boat to be fired at, but the gun flashed, and the shot had no effect.

“ The English commodore, whose ship lay nearly a-breast of the Freya, at the distance of about the fourth part of a cable's length, gave her a full broadside, which was instantaneously returned; three of the other English frigates lay at the time rather a-head of the Freya, on her larboard quarter, about two cables' length distant, and one was a-stern of the Danish frigate, which was now engaged with them all. Captain Krabbe, having sustained the unequal combat for an hour, and being deprived of all hopes to come off victorious on account of the decided superiority of his opponents, struck his colours. The English commodore made thereupon for the Downs, with the frigate as well as the

the convoy; but Captain Krabbe was brought on board the English commodore's ship, where he remained until the 26th, when by order of the English admiral who commands in the Downs, he was sent back on board the Freya, to draw up the reports of what had happened. The Freya is lying in the Downs, alongside of the English admiral's ship, and has, by order of the English admiral, the Danish flag and pendant hoisted. She has on board two English officers and 13 men, who are not armed.

"Capt. Krabbe has demanded, that either these Englishmen should be withdrawn from on board the Freya, or his frigate taken possession of by the English; but on the 28th, he had not received any answer. Captain Krabbe has been constantly allowed a free intercourse with the shore, but the ships of the convoy do not experience the same indulgence.

"The Freya has two men killed, and five wounded, two of them badly, and thirty shots in the hold. The fore-mast and mizen-mast are much damaged, and great part of the rigging is destroyed.

"By the account of the English officers, the above English frigates are the Nemesis, of 28 guns; Prevoyante, of 36 guns; Terpsichore, of 32 guns, and Arrow of 20 guns, including carronades, with which the English at the beginning of the engagement did considerable damage to the rigging of the Freya, and prevented her from making any rapid manœuvres.

The damage received by the English frigates is, in the opinion of Captain Krabbe, as considerable as that sustained by the Freya. They are said to have five men killed and several wounded, among whom is an officer of marines."

In consequence of the detention of the Danish frigate and her convoy, by a squadron of British frigates; the government lost no time in deputing Lord Whitworth to the court of Denmark, especially as a similar circumstance had occurred in the Mediterranean last December, which led to the following correspondence, between Mr. Merry, Lord Grenville, and Lord Whitworth, previous to the negociation with the Danish minister.

Lord Whitworth was accompanied by the fleet under the command of Vice Admiral Dickson,* in order to give

* Appendix, Chap. II. No. 400.

A.D. weight to the negotiation, as well as to secure and protect
1800 the Baltic convoy, should not the court of Denmark accede to the terms proposed. The admiralty of Denmark ordered 18 sail of the line to be equipped, besides frigates.*

On the 29th of August, Lord Whitworth terminated the negotiation, and signed a convention with the Danish minister, Count Bernstorff; of which the following were the principal articles.

“ The Danish frigate and convoy, carried into Deal, shall be repaired at the expence of Great Britain, and then released.

“ The discussion, respecting the asserted right of the English to visit convoys, shall be adjourned to a further negotiation in London.

“ Until this point is decided, Danish ships shall only sail under convoy in the Mediterranean seas, to protect them from the Algerine cruizers, and shall be liable to be searched as heretofore.

“ The convention shall be ratified by the two courts within three weeks.

Copy of a letter from Mr. Merry, the British minister, at Copenhagen, to Count Bernstorff.

Copenhagen, April 10th, 1800.

“ The importance which the Danish court must necessarily attach to the event which happened in the month of December last, in the neighbourhood of Gibraltar, between some frigates of the King, and the frigate of his Danish Majesty, named *Hauferfen*, commanded by Capt. Van Dorkum, and the orders which in consequence, have been sent me by my court upon this point, impose upon me the painful duty of repeating to you, in writing, the complaint which I had the honour to make to you upon this point by word of mouth, in the audience which you had the goodness to grant me for this purpose three days ago.

“ The facts of this affair are in themselves very simple, and I think that we are already agreed on them. The facts are, that the English frigate met the Danish frigate in open sea, having under her a convoy of vessels. The English commander, thinking it proper to exercise the right of

* Appendix, Chap. II. No. 401.

visiting this convoy, sent on board the Danish frigate, demanding from the captain his destination. The latter having answered, that then he was going to Gibraltar; it was replied, that since he was going to stop in that bay, no visit should be made to his convoy; but if he did not mean to cast anchor there, the visit should be paid. Captain Van Dorkum then informed the officer who went on board him, that he would make resistance to such a step. Upon this answer, the English commander made the signal for examining the convoy. A boat from the Emerald frigate was proceeding to execute this order; a fire of musquetry from the Danish frigate fell upon them, and one of the English sailors was severely wounded. This frigate also took possession of a boat of the English frigate the Flora, and did not release it till after the English commander had given Captain Van Dorkum to understand, that if he did not immediately give it up, he would commence hostilities.

“ The Danish frigate then went with her convoy into the bay of Gibraltar. There some discussion took place on this affair, between Lord Keith, admiral and commander in chief of his Majesty’s naval forces in the Mediterranean, and Captain Van Dorkum, whom Lord Keith could not but consider as personally responsible, and guilty of the injury done to one of his Majesty’s subjects, not thinking it possible that this captain could have been authorised by instructions from his court. To clear up this point, Lord Keith sent an officer to Captain Dorkum to entreat him to shew, and to explain the nature of his instructions; but he said to the officer, that they were in substance, that he should not permit his convoy to be visited, and that, in firing upon the boats, he had only discharged his orders.

“ The same captain afterwards made a similar reply, upon his word of honour, in speaking with Lord Keith, and in the presence of the governor of Gibraltar; but he promised at the same time to appear before the judge, and to give security for his appearance; and upon this promise he was told that he might return on board. Having entered his boat, he sent a letter to the admiral, in which he refused to give the necessary security.

“ These discussions were terminated by a declaration which Lord Keith made to Captain Van Dorkum, that if

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A.D. 1800 if he failed to surrender himself, thus wishing to frustrate justice, the affair should be represented to his court.

“ Such, Sir, is the state of facts, which have given rise to the complaint that I am commissioned to urge to the Danish government. I flatter myself that you will find it correct and conformable to what is stated in the correspondence between Lord Keith and Captain Van Dorkum, of which, as you did me the honour to tell me, you are in possession.

“ The right of visiting and examining merchant ships in open sea, of whatever nation they may be, and whatever may be their cargoes, or destination, is considered by the British government, as the incontestible right of every nation at war. A right founded on the law of nations, and which has been generally admitted and recognized. It follows therefore, that the resistance of the commander of a ship of war, offered by a power at amity, must necessarily be considered as an act of hostility, and such as the King persuades himself cannot be enjoined by the commanders of the ships of war of his Danish Majesty in their instructions. His Britannic Majesty, therefore, entertains no doubt that his Danish Majesty will have felt much displeasure at hearing of this violent and insupportable conduct on the part of an officer in his service; and the King is persuaded of the alacrity, with which his Danish Majesty will afford him that formal disavowal, and that apology, which he has so good a right to expect in such a case, together with a reparation proportioned to the nature of the offence committed.

“ I am specially commissioned, Sir, to demand of you this disavowal, apology and reparation. The confidence which I must feel in the known justice of his Danish Majesty, leads me to hope that this simple and amicable representation will be sufficient to obtain it with that dispatch, which so important a case requires; but I must not at the same time conceal from you, that, great and sincere as is the desire of the King, my master, to maintain and cultivate the most strict harmony and friendship with the court of Denmark, nothing shall induce him to depart from this just demand.

(Signed)

“ ANTHONY MERRY.”

Reply

Reply of the Danish Minister, to the above Note.

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“ Both custom and treaties have no doubt conferred on the belligerent powers, the right of searching neutral vessels, not under convoy, by their ships of war, &c. but as this right is not a natural one, but merely conventional, its effects cannot be arbitrarily extended beyond what is agreed to and conceded, without violence and injustice. But none of the maritime and independent powers of Europe, as far as the undersigned has observed, have ever acknowledged the right of permitting neutral ships to be searched, when escorted by one or several ships of war; and it is evident they could not do so without exposing their flag to degradation, and without forfeiting a certain essential proportion of their own rights.

“ Far from acquiescing in these pretensions, which at present are no longer acknowledged, most of those powers have been of opinion, since this question has been stirred, that they ought to hold out an opposite principle in all their conventions respecting objects of this nature, in conformity with a number of treaties concluded between the most respectable courts of Europe, which contain proofs of the propriety of adhering to that principle.

“ The distinction attempted to be established between ships with and without convoy, is moreover equally just and natural—for the former cannot be supposed to be in the same predicament as the latter.

“ The search insisted upon by the privateers, or state ships of the belligerent powers, with respect to neutral bottoms not accompanied by convoy, is founded on the right of acknowledging their flag, and of examining their papers. The question is to ascertain their partiality and the regularity of their instructions. When the papers of these ships are found in strict order, no farther examination can be legally enforced; and it is consequently the authority of the government, in whose name these documents have been drawn up and issued, that procures for the belligerent power the required security.

“ But a neutral government, in escorting by the armed ships of the state, the commercial ships of the subject, thereby alone holds out to the belligerent powers a more authentic and positive pledge, than that which is furnished by the documents with which these ships are furnished.

Nor

A. D. 1800 Nor can a neutral government, without incurring disrespect, admit the least doubt or suspicion, which must be as injurious to that government as they would be unjust on the part of those who should entertain or manifest them.

“ And if it were to be admitted as a principle, that the convoys granted by a sovereign do not secure ships of his subjects from being visited by the state ships or privateers of foreigners, it would follow that the most formidable squadron should not have the right of relieving from a search the ships entrusted to its protection, if that search was exacted by the most pitiful privateer.

“ But it cannot be reasonably supposed that the English government, which has uniformly, and on the most judicious grounds, shewn a marked jealousy for the honour of its flag, and who in the maritime wars, in which it has taken no part, has nevertheless asserted with vigour the rights of neutrality, would ever consent, should such circumstances occur, to an humiliating vexation of that nature ; and the King of Denmark reposes too much confidence in the equity and loyalty of his Britannic Majesty, to harbour a suspicion that it is his intention to arrogate a right, which, under similar circumstances he would not grant to any other independent power.

“ It seems sufficient to apply to the fact in question, the natural result of these observations, in order to make it evident, that the captain of the King's frigate, by repulsing a violence which he had no right to expect, has done no more than his duty ; and that it was on the part of the English frigates, that a violation of the rights of a neutral sovereign, and of a power friendly to his Britannic Majesty, has been committed.

“ The King had hesitated to signify any formal complaint on this hand, so long as he regarded it as a misconception which might have been done away by amicable explanations between the respective commanders of the naval force which the two governments kept up in the Mediterranean ; but seeing himself, much to his regret, disappointed in that hope, he has only to insist on the reparation that is due to him, and which the justice and the friendship of his Britannic Majesty seem justly to be called upon to secure to him.

(Signed,)

C. BERNSTORFF.”

Note

Note delivered by Lord GRENVILLE to Count WECHEL JARLSBERG, his Danish Majesty's Minister, respecting the capture of the Freya Frigate. A. D. 1800

“ The undersigned, his Majesty's principal Secretary of State for foreign affairs, has had the honour to lay before the King the note which he received yesterday from Count Wechel Jarlsberg, Envoy Extraordinary and Minister Plenipotentiary from the King of Denmark.

“ It was with the greatest surprize and concern that his Majesty received the first accounts of the transactions to which that note relates. Studiously desiring to maintain always with the Court of Copenhagen those relations of friendship and alliance which had so long subsisted between Great Britain and Denmark, his Majesty has during the whole course of his reign, given repeated proofs of these dispositions, which he had flattered himself were reciprocally entertained by the government of his Danish Majesty: and notwithstanding the expressions made use of in Count Wechel's note, his Majesty cannot even yet persuade himself that it is really by the orders of the King of Denmark, that this state of harmony and peace has been thus suddenly disturbed, or that a Danish officer can have acted conformably to his instructions, in actually commencing hostilities against this country, by a wanton and unprovoked attack upon a British ship of war, having his Majesty flag, and navigating the British seas.

“ The impressions which such an event has naturally excited in his Majesty's breast, have received additional force from the perusal of a note, in which satisfaction and reparation are claimed as due to the aggressors from those who have sustained this insult and injury.

“ His Majesty, allowing for the difficulty in which all neutral nations were placed, by the unprecedented conduct and peculiar character of his enemy, has, on many occasions during the present war, forbore to assert his rights, and to claim from the Danish government the impartial discharge of the duties of that neutrality which it professed a disposition to maintain. But the deliberate and open aggression which he has now sustained, cannot be passed over in a similar manner. The lives of his brave seamen have been sacrificed; the honour of his flag has been insulted, almost in sight of his own coasts; and these proceedings are supported by calling in question those indisputable rights,

A. D. 1800 founded on the clearest principles of the law of nations, from which his Majesty never can depart; and the temperate exercise of which is indispensably necessary to the maintenance of the dearest interests of his empire.

“ The undersigned has, in all his reports of his Majesty, rendered full justice to the personal dispositions which he has uniformly found on the part of Count Wechel, to remove all grounds of misunderstanding between the two countries. He cannot, therefore, now forbear to urge him to represent this matter to his court in its true light, to do away those false impressions, under which (if at all) a conduct so injurious to his Majesty can have been authorised, and to consult the interests of both countries, but especially those of Denmark, by bearing his testimony to the dispositions with which his Majesty's government is animated; and by recommending to his court, with all that earnestness which the importance of the occasion both justifies and requires, that these dispositions may, in so critical a conjuncture, find an adequate return, and that a speedy and satisfactory answer may be given to the demand which his Majesty has directed to be made in his name at Copenhagen, both of reparation for what is past, and of security against the repetition of these outrages.

“ In order to give the greater weight to his Majesty's representations on this subject, and to afford at the same time the means of such explanations respecting it, as may avert the necessity of those extremities to which his Majesty looks with the greatest reluctance, his Majesty has charged Lord Whitworth with a special mission to the Court of Denmark, and that minister will immediately sail for his destination. That court cannot but see in this determination a new proof of the King's desire to conciliate the preservation of peace, with the maintenance of the fundamental rights and interests of his empire.

“ (Signed) GRENVILLE.

“ July 30, 1800.”

Extract from the Official Note transmitted by Lord Whitworth to Count Bernstorff.

“ August 21, 1800.

“ The English minister supports the principles which had been established in the first note, and says, that if the principle be once admitted, that a Danish frigate may legally

legally guarantee from all search six merchant ships, it follows naturally, that that same power, or any other power whatever, may, by means of the smallest ship of war, extend the same protection to all the commerce of the enemy, in all parts of the world: it will only be necessary to find in the whole circle of the universe a single neutral state, however inconsiderable it may be, well disposed enough towards our enemies to lend them its flag, and to cover all their commerce without running the least risk; for when examination can no longer take place, fraud fears no discovery. In the note which the Count de Bernstorff has just transmitted, the undersigned perceived with pain, that far from wishing to satisfy the just demand of the King his master, the Danish government still persists in supporting not only the principles upon which it founds its aggression, but also the right of defending it by means of arms. In this state of things, the undersigned has no other alternative than to perform strictly his duty, by insisting anew on the satisfaction which the King, his master, requires; and by declaring to M. de Bernstorff, that in spite of his sincere desire to be the instrument of the reconciliation of the two courts, he shall be obliged to leave Copenhagen, with all the English mission, in the space of a week, reckoning from the day of the signing of this note, unless in the interval, the Danish government shall adopt counsels more conformable to the interests of the two countries, and, above all, to those of Denmark, with whom his Majesty has constantly desired, and still desires, to live in terms of friendship and alliance. The undersigned, therefore, has the honour to repeat to the Count de Bernstorff, that he is enjoined to quit Copenhagen with the King's mission in a week, unless a satisfactory reply be given before the expiration of that term.

“ He requests the Count de Bernstorff to accept the assurances of his most distinguished consideration.

Extract from the Reply of Count BERNSTORFF.

“ August 26, 1800.

“ If Lord Whitworth thinks to destroy the force of the arguments developed in that note (note to Mr. Merry of the 19th of April) by the reflection, that by the right of guaranteeing from search merchantmen under the convoy of a ship of war, the least powerful neutral state would acquire

A. D. 1800 the faculty of covering with impunity, with its flag, an illicit commerce, the undersigned entreats him to observe, that the government which should degrade itself to the point of lending its flag to such a fraud, would, by that conduct, pass the bounds of neutrality, and would, in consequence, authorise the belligerent power, to the prejudice of which the fraud had been committed, to adopt measures which ordinary circumstances would not admit. The state which neglects its duties, exposes itself, without doubt, to the risk of losing its rights; but the suspicion of degrading conduct would be as injurious to the government, which should not deserve it, as it would be little honourable to the government which should advance it without foundation; but this cause cannot exist between Denmark and Great Britain.

“ The English government is not ignorant, without doubt, that the Danish officers who command convoys, are personally responsible; that the cargoes of the ships belonging to those convoys do not contain articles prohibited by the laws of nations, or by the treaties subsisting between Denmark and the belligerent powers; and it is easy to feel that there must be incomparably more difficulty in eluding the vigilance of the officers than the researches of those who pretend to exercise on these ships a right, as odious in its principles, as delusive in its effects. The essential difference between the principles of the two courts introducing into this discussion particular difficulties, there does not appear to be a more proper mean of removing them than by having recourse to the mediation of a third power; and the King hesitates the less in proposing to his Britannic Majesty the mediation of the Emperor of Russia, as that monarch, the friend and ally of both sovereigns, will certainly have nothing more at heart than to conciliate them, and to prevent a fatal misunderstanding. The undersigned does not doubt that Lord Whitworth will see in the proposition a new proof of the moderation of the King, and of his desire to preserve the friendship of his Britannic Majesty. The King would the more regret seeing him quit Copenhagen, because his Majesty had considered his mission as a pledge of the conciliatory intentions of the Court of London; and because he had flattered himself that his personal dispositions would contribute to the accelerating an accommodation, for

for which he has offered him, and still offers him, the greatest facility. A.D. 1800

“BERNSTORFF.”

The conduct which the courts of Russia and Prussia pursued in consequence of this discussion between Great Britain and Denmark will be seen in the following papers.

Russian Edict.

“In consequence of the order of his Excellency Chevalier Podoff, major-general commandant at Riga, of the 28th instant (August) it is hereby made known to your honourable Senate, that his Imperial Majesty, after having received the account of the violent behaviour of the English against Denmark; and also that one of their fleets had passed the Sound, by which the passage being blocked up, may have great influence on the whole trade of the Baltic seas, he has been pleased to order, that for the security against any disadvantage that may arise to the Russian commerce, so long as the real intention of the English court shall be unknown, there shall be laid a sequestration upon all property belonging to the English; and that it be observed in the strictest manner, that none thereof be transported out of Russia without permission from his Majesty; that however no part of the property be taken away from them, nor themselves be disturbed in their business; according to all which every one is to govern himself in the most particular manner.

(“Signed) SCHWART, Sec.”

“Given at Riga Senate House,
the 29th of August, 1800.”

Notice published in the Petersburgh Gazette of the 10th of September.

“Several political circumstances inducing his Majesty the Emperor to think that a rupture of the friendship with England may ensue, an army, consisting of five corps, is, on this account, to be collected by his Majesty’s supreme command, under the orders of the general of cavalry Von der Pahlen, viz.—near Goldingen, under the command of General Baron Springporten, of four regiments of horse, six of infantry, four battalions and 45 field pieces; near

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Lemsfel,

A.D. 1800 Lemsel, under the command of the general of cavalry Prince Alexander of Wirtemberg, three regiments and five squadrons of horse, and six regiments and four battalions of foot; near Ramsar, under his Imperial Highness the Grand Duke Czarevitsch Constantine Pavlovitsch, four regiments and four battalions of foot, and 45 pieces of artillery; near Copovie, under the grand duke and successor to the throne, Alexander Pavlovitsch, three regiments and eleven squadrons of horse, all the regiments of guards, and 33 pieces of ordnance; near Arensburg, under lieutenant-general of infantry, three squadrons of horse, and twenty-one pieces of cannon."

Letter from the Russian Ambassador at Berlin, to the Russian Consul at Hamburgh.

" September 22.

" I have this moment received a letter from M. Count Rostopschin, in which his Excellency mentions, that his Imperial Majesty, our gracious monarch, has been pleased to take off the embargo on English ships, and on the property of Englishmen in Russia."

On the 5th of November an embargo was laid on all the British shipping in the ports of Russia: the numbers at this time amounted to about 200 sail.

Two British ships having attempted to break the embargo, the following order was issued, enforcing it the more strongly, with the emperor's reasons for so doing.

Petersburg, Nov. 18th and 23d.

" The crews of two English ships in the harbour of Narvon, on the arrival of a military force to put them under arrest, in consequence of the embargo laid on them, having made resistance, fired pistols, and forced a Russian sailor into the water, and afterwards weighed anchor and sailed away; his Imperial Majesty has been pleased to order that the remainder of the vessels in that harbour shall be burnt.

" His Imperial Majesty having received from his chamberlain Italinskoi, at Palermo, an account of the taking of Malta, has been pleased to direct that the following note shall be transmitted to all the diplomatic corps residing at his court, by the minister presiding in the college for foreign

foreign affairs, Count Rostoptschin, and the vice chancellor Count Panin." A. D.
1800

"His Majesty, the Emperor of all the Russias, having received the circumstantial account of the surrender of Malta, by which it is fully confirmed that the English generals, notwithstanding repeated representations of his Imperial Majesty's minister, and the ministers of the King of the Two Sicilies, have taken possession of Valetta and the island of Malta, in the name of the King of Great Britain, and hoisted the English flag alone; his Majesty sees with just displeasure such a breach of good faith, and has resolved that the embargo laid on all the English vessels in the Russian harbours shall not be taken off till the conditions of the convention concluded in the year 1798 shall be punctually fulfilled."

Letter from Mr. SHARP relative to the British Prisoners in Russia.

"Various reports having been circulated respecting the unfortunate British subjects now in Russia, I send you the authentic information.

"The persons of the British merchants have hitherto remained unmolested, and what ready money they had in their possession has not been seized; but their warehouses are sealed, and all their property is under sequester. All the British ships and their cargoes are seized by the Russian government. The captains and crews are marched into the interior of the country, in companies of one captain and ten or twelve seamen. They are distributed in above a hundred different towns, at one hundred to one thousand miles distance from the capital. The Russian government allows for their subsistence daily five copecks in money, (about three halfpence) a small measure of rye flour, and one of buck wheat.

"My brother and some other British merchants at Petersburg advanced about forty thousand rubles (a ruble is about half a crown) for their better accommodation, from which he furnished every captain with two hundred rubles for the use of himself and ten men, and bought for every man a sheepskin coat, a fur cap, a sash, a pair of gloves, some warm shoes, and two pair of stockings. Kibitkes, or common carts of the country, are bought for most of

A. D. 1800 the captains and some old men; the rest walk, and the peasants furnish horses for the baggage. On the 21st of November fifty captains and five hundred sailors were thus dispatched from St. Petersburg, and the remainder were daily setting off on their melancholy journey.

“STEPHEN SHAIRP.

“Consul General of Russia.

“No. 73, Gower Street,
Nov. 17th, 1800.”

Correspondence between Lord Carysfort, his Britannic Majesty's Minister at the Court of Berlin, and Count Haugwitz; on his Prussian Majesty having ordered a detachment of his Troops to enter Hamburgh.

“Berlin, Nov. 16th, 1800.

“The instant Lord Carysfort, envoy extraordinary and minister plenipotentiary of his Britannic Majesty, learned that his Prussian Majesty was preparing to order a detachment of his troops to enter Cuxhaven, and that the reason which he in public thought proper to assign for that measure, was the refusal given by the government of Hamburgh to cause a vessel to be released, which, taken by one of the ships of war of his Britannic Majesty, had been compelled, in order to avoid the dangers of the sea, to enter that port, he thought it his duty to demand an audience of his Excellency Count Haugwitz, minister of state and of the cabinet, for the purpose of obtaining information with respect to that affair. He received from his Excellency the assurance that the intentions of his Prussian Majesty were in no view hostile or contrary to the interests of Great Britain: but that the occupation of Cuxhaven had for its principal object the maintenance of the authority of his Prussian Majesty, in his character of chief, and protector of the neutrality of the north of Germany; and that it was conducted with the consent of the city of Hamburgh itself.

“Lord Carysfort not being exactly acquainted with the circumstances under which the vessel in question found itself, deferred to another occasion the observations which he might have wished to submit to his Excellency. He has now grounds to believe, that laden with contraband goods,
it

it was captured by one of his Britannic Majesty's ships as it was entering into the Texel, that is to say, into a port belonging to the enemies of his Majesty; and that it was restored as soon as the officer who had the charge of it could be informed of the orders of his superiors. A.D. 1800

“ With respect to the occupation of the town of Cuxhaven by the Prussian troops, which must have been founded on particular conventions between his Prussian Majesty and the Senate of Hamburg, he does not think himself called upon to take part in that discussion; but he feels himself authorised to claim in favour of the subjects and vessels of the king, his master, all the rights to which they have a just pretension, in a neutral port belonging to a republic, whose connections with the States of his Majesty are very ancient and generally known. No convention made between the city of Hamburg and his Prussian Majesty being capable of invalidating or altering his rights. In consequence of these considerations, he dares hope that his Prussian Majesty may still suspend the occupation of Cuxhaven, until the two courts shall have the means of entering into mutual explanations; more particularly since such an occupation, in the actual circumstances might give room to ill-disposed minds, to attribute to his Prussian Majesty, views not less opposite to the sentiments of justice and moderation which govern all his measures, than to the friendship and the good harmony which subsist between him and his Britannic Majesty.

“ At all events, it will not escape the wisdom and humanity of his Majesty, that the entrance of a numerous corps of troops into a village both poor, and with a small extent of territory, would probably augment the misery of the inhabitants; and that the city of Hamburg having always possessed that place, so indispensably necessary to the preservation of the navigation of the Elbe, all which may trouble that possession, derange ancient customs, and influence the pilots there at present to seek a refuge elsewhere, would strike a sensible blow at the commerce of all the countries of the north of Germany, and over that part of the States of his Prussian Majesty.

“ (Signed) CARYSFORT.”

A.D.
1800*From the same to the same.**" Berlin, Nov. 18, 1800.*

" The undersigned extraordinary envoy and minister plenipotentiary of his Britannic Majesty, thinks himself obliged again to address himself to his Excellency Count Haugwitz, relative to the intention of his Prussian Majesty, in taking military possession of Cuxhaven. When the undersigned had the honour of transmitting to his Excellency the verbal note of the 16th, it was not exactly known " that the Prussian vessel brought into that port had been restored." The fact being now certain, as well as the zeal manifested by the Senate of Hamburgh to fulfil the wishes of the King; the surprise and consternation excited from the moment when the orders for marching a detachment of troops were known, would be raised to their utmost height, if it were ascertained, that notwithstanding the complete satisfaction given to his Prussian Majesty on all the points respecting which he thought proper to complain, he should not appear less attached to his determination of causing Cuxhaven to be occupied by his troops. In fact, it appeared at first sight that this occupation would be so calculated to give the most serious alarms to all commercial nations; that without alluding to the interpretations which calumny might be desirous of giving to the measure, strong hopes are entertained, from the justness and moderation of his Prussian Majesty, for that reason only that he will come to the resolution of not carrying it into effect.

" The undersigned would not, however, think he had executed his duty, should he neglect to represent to his Excellency the lively alarms which necessarily result from the uncertainty in which the affair remains. The reiterated assurances which the undersigned has received from his Excellency, of the friendship and good wishes of his Prussian Majesty towards the King of Great Britain, do not allow him to believe, that any misunderstanding can arise between the two courts; but he cannot avoid thinking that the enemies of humanity and public tranquillity will endeavour to turn to their purposes the alarm which is generally diffused, in order to scatter discord among the powers who should all unite to maintain the safety and independence of Europe at large.

*" (Signed) CARYSFORT."**Answer*

*Answer of Count HAUGWITZ.*A.D.
1803

“ The undersigned minister of state, and of the cabinet, is authorised by the orders of the king, to tranquillise completely the anxieties and apprehensions which my Lord Carysfort, envoy extraordinary and minister plenipotentiary of his Britannic Majesty, expressed to him in his two notes of the 16th and 18th of November. The Prussian vessel, the Triton, has, it is true, been restored to its owner; but the mode of release was in every respect as irregular as to the proceedings which had previously taken place with respect to it; and after an examination of all the circumstances relative to the incident which forms the subject of complaint, there appears throughout the whole, a manifest infraction of the principles of the neutrality of the north of Germany; it is this superior consideration, added to the unjust refusal of the magistracy of Hamburgh, which dictated to the king the resolution of causing a body of his troops to occupy the port of Cuxhaven, and the bailiwick of Ritzebuttle. This measure was executed the moment it was determined upon, and it is no longer capable of being revoked; the example of what has taken place imposing on his Majesty the necessity of effectually watching over the maintenance of that neutrality which he has guaranteed to his co-estates. The King cannot imagine that his Britannic Majesty, after participating in his character of Elector of Hanover, in the advantages and benefits of this happy neutrality, can conceive the smallest alarm at seeing a Prussian garrison enter into the port which England has fixed on as her point of communication with the north of Germany. Being thus placed under the immediate guarantee of the king, it will be the more effectually put out of the reach of all violation, and the troops of his Majesty will have no other duty to perform than that of causing the laws of good order and equality to be respected. The utmost confidence may be placed in the prudent dispositions of the reigning Duke of Brunswick, who is invested with the command of the line of demarcation.

“ But if more particular assurances be requisite upon this subject, the king feels a pleasure in giving them, by the present communication, to his Britannic Majesty, and in declaring to him in express and positive terms, that the present order of things will in no respect interrupt the freedom

A.D. 1800 dom of commerce and navigation in the port of Cuxhaven ; nor above all, the continuation of the correspondence with England ; on the contrary, the officer commanding the troops of the king, garrisoned in the bailiwick of Ritzebuttle, will make it his duty to give it every possible facility.

On the whole, the proceeding which the king has, from necessity, been obliged to follow, does not admit of any equivocal interposition. It has no other object than the maintenance of the system of which he is the author and defender, and this object shall not be exceeded. His views and conduct have procured him the confidence of all Europe, and they never will be found inconsistent ; and though it is not to be anticipated that the other powers will be disposed to misconceive the purity of his views in the present case ; yet his Majesty reserves to himself the privilege of explaining himself further, and in a suitable manner, to those who may be entitled to such explanation.

“ (Signed) HAUGWITZ.”

Substance of the Declaration of the Emperor of Russia relative to an armed neutrality by Sea.

“ That on mounting his throne, he found his states involved in a war, provoked by a great nation which had fallen into dissolution ; that conceiving the coalition a mere measure of preservation, this motive induced him to join it ; that he did not at that time think it necessary to adopt the system of an armed neutrality on sea for the protection of commerce, not doubting but the sincerity of his allies, and their reciprocal interests, would be sufficient to secure the flag of the northern powers from insult.

“ But that being disappointed in this expectation by the perfidious enterprises of a great power, which had sought to enchain the liberty of the seas, by capturing Danish convoys, the independence of the maritime powers of the north appeared to him to be openly menaced.

“ He consequently considers it a measure of necessity to have recourse to an armed neutrality, the success of which was acknowledged in the time of the American war.”

Convention

A. D.
:800

Convention for the re-establishment of an Armed Neutrality, between his Majesty the King of Sweden on the one part, and his Majesty the Emperor of all the Russias on the other part, concluded and signed at St. Petersburg the 4th, (15th of December) 1800, accepted and ratified by his Swedish Majesty, on the 20th of December, and by his Imperial Majesty of all the Russias on the 8th (19th of December) in the same year—

“ In the Name of the Most Holy and Undivided Trinity.

“ In order that the freedom of navigation, and the security of the merchandise of the neutral powers, may be established, and the principles of the law of nations be fully ascertained, during the continuance of the present maritime war, his Majesty the King of Sweden, and his Majesty the Emperor of all the Russias, actuated by their love of justice, and by a reciprocal desire to promote whatever may be for the public advantage, or their respective states, have to that effect determined to give a new sanction to those principles of their neutrality, which are in their nature indissoluble, and require that it may be respected by all the powers interested in their preservation.

With this view their Majesties have, by their declaration of the 15th of August, to the northern courts, who are equally concerned in the maintenance of those general regulations, anciently recognized, given them to understand how sincerely it is the object of their hearts to restore in its full independence, the general right of all nations to convoy their ships and merchandise freely, and without being subject to the controul of the powers at war. His Swedish Majesty imparted his wishes, and his sentiments to his great ally, and a happy conformity of their mutual interests has induced them to adopt the resolution of re-establishing that system of an armed neutrality, which was attended with such advantages during the American war, and to renew its beneficial principles in a convention adapted to the present circumstances. To this end, his Majesty the King of Sweden, and his Imperial Majesty of all the Russias, have nominated as their plenipotentiaries, namely his Swedish Majesty, Baron Curt von Shedink, ambassador extraordinary to his imperial majesty of all the Russias, Lieutenant-general, Chamberlain of the Queen Dowager, colonel

A.D. 1800 colonel of a regiment of infantry, Knight and commander of the order of the sword, and Knight of the French order *pour les merites militaires*; and his Imperial Majesty of all the Russias, Baron Count Theodore Rostopschin, his right trusty privy councillor, member of the council, principal minister of the college of foreign affairs, director general of the posts of the empire, grand chancellor and grand cross of the sovereign order of St. John of Jerusalem, Knight of the first class of the orders of St. Andrew, St. Alexander Nefsky, and St. Anne, Knight of the order of St. Lazarus de l'Anonciade, of St. Morrice at St. Lazarus of St. Ferdinand and St. Hubert; who after exchanging their respective full powers, have agreed upon the following articles:

Art. I. His Majesty the King of Sweden, and his Majesty the Emperor of all the Russias, declare that they will strictly prohibit the exportation of contraband merchandise on the part of their subjects, with every power whatever, at present engaged in war, or which may hereafter be engaged in war.

Art. II. In order to prevent all doubts and misunderstandings, as to what shall be considered contraband, his Majesty the King of Sweden, and his Imperial Majesty of all the Russias, declare, that they will acknowledge the following articles as contraband; namely, cannons, mortars, fire-arms, balls, flints, flint-stones, matches, gun-powder, salt-petre, sulphur, helmets, pikes, swords, hangers, cartridge-boxes, saddles and bridles, with the exception of such a quantity of the above articles as may be necessary for the defence of the ships and their crew; all other articles not herein enumerated shall not be considered as war or naval stores; they shall not be subject to confiscation; but shall pass free without restraint. It is also hereby agreed, that the present article shall be without prejudice to the particular stipulations of former treaties with the powers at war, by virtue of which the things above-mentioned are allowed or prohibited.

Art. III. And whereas it is resolved, that whatever, by virtue of the foregoing article, can be deemed contraband, shall be excluded from the commerce of neutral nations, in like manner his Majesty the King of Sweden, and his Imperial Majesty of all the Russias, will and determine, that all other merchandise shall be and remain free; and in order

order that the general principles of the laws of nature, of which the freedom of trade and navigation, as well as the rights of neutral nations are the immediate consequence, may be placed under competent and sure safeguard, they have resolved no longer to delay that voluntary explanation from which they have hitherto been restrained by motives of their separate and temporary interests. With this view they have hereby determined :

1st. That every ship may freely navigate from one harbour to another, and on the coast of the belligerent nations.

2d. That the effects which belong to the subjects of the belligerent powers, in neutral ships, with the exception of contraband goods, shall be free.

3d. That in order to determine what shall be considered as a blockaded harbour, such denomination shall be admitted to apply only where the disposition and number of the ships of the power by which it is invested, shall be such as to render it apparently hazardous to enter ; and that every ship which shall go into a blockaded harbour, that is evidently so blockaded violates the present convention, as much as if the commander of the blockade had previously advised it of the state of the harbour, and it had nevertheless endeavoured by force or artifice to obtain admission.

4th. That with regard to neutral ships, except those which for just reasons, and upon evident grounds shall be detained, sentence shall be pronounced without delay ; the proceedings against them shall be uniform, prompt and lawful—Over and above the indemnity to which they shall be entitled for the damage they shall have sustained, complete satisfaction shall be given for the insult committed against the flag of their Majesties.

5th. That the declaration of the officers who shall command the ship of war, or ships of war, of the King or Emperor, which shall be convoying one or more merchant ships, that the convoy has no contraband goods on board, shall be sufficient ; and that no search of his ship or the other ships of convoy shall be permitted. And the better to insure respect to those principles, and the stipulations founded upon them, which their disinterested wishes to preserve the imprescriptible rights of neutral nations have suggested, the high contracting parties to prove their sincerity and justice, will give the strictest order to their captains

A. D. 1800 captains, as well as of their ships of war, as of their merchant ships, to load no part of their ships, or secretly to have on board, any articles which by virtue of this present convention may be considered as contraband; and for the more completely carrying into execution this command, they will respectively take care to give directions to their courts of admiralty to publish it wherever they shall think it necessary, and to this end, the regulation which shall contain this prohibition under the several penalties, shall be printed at the end of the present act, that no one may plead ignorance.

Art. IV. In order to place the commerce of their subjects upon the most legal and permanent basis, his Majesty the King of Sweden, and his Majesty the Emperor of all the Russias, have deemed it expedient to equip a number of ships of war and frigates, which shall be charged to see that object obtained, and the squadrons of each power shall take those stations, and protect those convoys which their commerce and their navigation may require, and which shall be conformable to the course of trade of each nation.

Art. V. To provide against all inconveniences which may proceed from any nation abusing the privilege of their flag; it is established as a regulation not to be departed from, that every transport, be it whose it may, belonging to the country whose flag it bears, shall have on board a captain and the half of the crew composed of the subjects of that country, and the passport shall be drawn up in due and regular form. Every transport which shall not observe these regulations, or shall violate the command printed at the end of this present convention, shall forfeit all right to the protection of the contracting parties, and the government to which it may belong, shall alone be responsible for all the loss, damage, or inconvenience it may sustain.

Art. VI. Should it nevertheless happen, that the merchant ships of one of the powers shall find itself in a situation where the ships of war of that nation are not stationed, and where they cannot have the protection of their own convoys, in such case the commandant of the ships of war of the other power, if it shall be required, shall duly and faithfully afford such assistance as may be necessary. The ships of war and frigates of the one nation shall afford protection and assistance to the merchant vessels of the other; provided in the mean time, that the vessel requiring such assistance

assistance shall not have violated the principles of the neutrality, by having carried on an illicit commerce. A. D. 1800

Art. VII. This convention shall have no retrospective operation, and consequently it shall have no reference to any differences that existed previous to its conclusion. Its application shall only be to future acts of violence and aggression, and it shall form the basis of a system for the protection of all the neutral nations of Europe, whose rights may hereafter be decried or violated.

Art. VIII. Should it, notwithstanding all the possible care of the two powers, and notwithstanding the observance of the most perfect neutrality on their sides, so happen, that the merchant ships of his Majesty the King of Sweden, or of his Majesty of all the Russias, should be insulted, plundered, or taken by the ships of war, or privateers of one or other of the belligerent powers, the minister of the injured party, shall forthwith represent the same to the government whose ship of war or privateer shall have committed such act of violence, he shall reclaim the captured vessel, demand due satisfaction, and by no means lose sight of the insult offered to the flag. The ministers of the other contracting power shall also enforce the complaint in the most energetic and determined manner possible, and they shall generally and uniformly act in concert together. Should their just complaint meet with no redress, or should it be postponed from time to time, then shall their Majesties have recourse to reprisals against such power as shall have refused to do justice: and they shall endeavour by every possible means to give effect to such reprisals.

Art. IX. Should it happen that one or other of the two powers, or both, on account of, or from dislike to, the present convention, or any circumstance connected with it, should be disquieted, molested, or attacked: in such case it is agreed, that the two powers shall make it a common cause mutually to defend each other; and they shall reciprocally employ every exertion to obtain full and complete satisfaction, as well for the insult done to their flag, as for the injury sustained by their subjects.

Art. X. The principles and regulations stipulated and settled by this present act, shall apply to every maritime war, by which Europe may unhappily be disquieted.

These stipulations shall also be considered as perpetual,
VOL. III. E e and

A.D. 1800 and upon all occasions, shall be appealed to by the contracting powers, for the regulation of their commerce and navigation, and for the maintenance of the rights of neutral nations.

Art. XI. As the object and main consideration of this convention is to assure the general freedom of commerce and navigation, his Majesty the King of Sweden, and his Imperial Majesty of all the Russias hereby agree, and bind themselves to each other, to give their consent that other neutral powers may become parties to it, adopt its principles, conform to its obligations, and partake of its advantages.

Art. XII. In order that the belligerent powers may not have to plead ignorance of the arrangements concluded between their said Majesties, information shall be given to such belligerent powers of the regulations they have determined upon, which are so little of a hostile nature, that they can be detrimental to no other country, but are only calculated to secure the commerce and navigation of their respective subjects.

Art. XIII. The present convention shall be ratified by the two contracting parties, and the ratification shall be exchanged in due and good form, within six weeks or sooner, if possible from the day of signing it.

“ In testimony of the same, we the undersigned, furnished with full powers, have hereunto signed our names, and affixed our seals,

Given at Petersburg, the 4th (15th) of December,
1800.

(Signed)

COUNT VON SHEDINGH,
ROSTOPSCHIN.

*Regulation alluded to in the above Convention, as Published
by the King of Sweden.*

“ The preamble states the necessity of rendering the rights of commerce clear and explicit. “ For this effect in order to secure the protection of the government, the commerce of Sweden must observe the following requisites.

“ 1st. In order that a ship be entitled to be considered as a Swede, she must be built in Sweden, or the provinces under her dominion: or shipwrecked on the Swedish coast,
and

and there sold; or bought, in a foreign country, by a legal and authentic contract. If such purchase is made in a country threatened with war, it shall be considered as lawful, as soon as three months have elapsed before its actually breaking out. Every ship purchased must be naturalized. As however, the naturalization of ships, bought in a foreign country, and afterwards taken by a cruizer belonging to any of the belligerent powers, may frequently produce disagreeable explanations in the sequel, it is hereby declared, that in time of war, ships shall not be allowed to be naturalized, which have formerly been the property of the belligerents or their subjects; nevertheless, with the exception of all ships that were naturalized before the present regulation was adopted, which shall enjoy all the rights which are connected with the character of neutrals and Swedes.

“ 2d. The captain of the ship must be provided with all papers requisite and proper for the security of his voyage. Of this kind are (in case the ship goes through the Sound) a certificate of the place where the vessel was built, an invoice, letters shewing the cargoes not contraband, Turkish and Latin passports, a certificate by the magistrate of the place, a pass for the crew, a copy of the oath for the owner, a charter-party with the subscription of the freighter, the captain and the person freighting the vessel, a manifest with the like subscriptions, containing a list of the different articles of the loading, and the conditions of the intended voyage, and a bill of health where the same is necessary. If the voyage be merely to the ports of the Baltic, or the Sound, the Turkish and Latin passes are not necessary; and the captain must have all the other passes enumerated, without exception.

“ 3d. All these documents must be made out and delivered in a Swedish port, unless when a ship has lost her papers by accident, or where they have been forcibly taken away, in which case these documents may be renewed in a foreign port, if the captain immediately on his arrival, takes the precaution to exhibit an authentic and properly certified declaration by which the accident is proved, or the grounds stated on which he desires the renewal.

“ 4th. The captain is prohibited from having false acts or certificates or duplicates thereof. He is likewise prohibited from making use of a foreign flag.

“ 5th. It is required that the captain and half of the crew shall be Swedish subjects.

A.D. 1800 " 6th. Captains going to the main ocean shall be bound to follow the course pointed out in their instructions, and agreeable to the contents of their certification.

" 7. Ships destined for the ports of a belligerent power, must, with the utmost care, and under the severest penalties, avoid carrying any contraband commodities. To prevent all doubts or misunderstanding respecting what is contraband, it is agreed that the following goods shall be considered contraband. [The remainder of this article is a transcript of the second article of the convention.]

" 8th. All Swedish subjects are prohibited to fit out privateers against the belligerents, their subjects, and property.

" 9th. A Swedish ship cannot be employed by a belligerent power to transport troops, arms, or any warlike implements. Should any captain be compelled to do so by superior force, he is bound at least to exhibit a formal protest against such violence.

" 10th. When a merchant ship is not under convoy, and happens to be brought to by a ship of war or privateer belonging to any of the belligerents, the captain shall not, in that case, oppose the searching of his vessel, but be bound faithfully to shew all acts and documents which relate to her cargo. The captain and his people are strictly prohibited from keeping back or destroying any of their papers.

" 11th. If, however, such ship makes part of a convoy, the foregoing article shall not serve as the rule, but the captain's duty consists in punctually obeying the signals of the commodore of the convoy; for which purpose, therefore, he shall separate as little as possible from the convoy.

" 12th. All captains are expressly forbidden to attempt going into a blockaded port, as soon as they are formally apprised by the officer commanding the blockade. In order to ascertain what a blockaded harbour is, this appellation is confined to those, to which, by the exertions of the blockading power with ships destined and adequate to the object, it is evidently dangerous to attempt running in.

" 13th. In case any Swedish merchant ship is captured by a ship of war or privateer of any of the belligerents, the captain shall immediately transmit a circumstantial account, and duly explained to the Swedish consul, or vice consul of the place to which the ship is taken; and should there

there be no consul or vice consul there, he shall transmit a memorial to the Swedish consul of the district to which the place into which the ship is taken belongs. A.D. 1800

“ 14th. Every captain of a Swedish merchantmen, who strictly observes the above regulations and orders, shall enjoy a free voyage, protected by the laws of nations, and the provision of treaties; and to this end, all public agents and Swedish consuls are required, in case of attack or insult, to give their support to the just and well-founded complaints on the subject. But those, who in any point whatever neglect or violate their orders, must answer for the consequences of their conduct, without relying upon the protection of his Majesty.

“ 15th. By the contents of a recent order, his Majesty has prohibited the privateers of a foreign nation to enter, or bring their prizes into the ports of his kingdom, except in case of their being driven in by stress of weather. In this case it is expressly prohibited to all whatsoever, to buy the prizes, or any of the effects which the privateers have taken.

“ To which end, publication, &c. Given at St. Peterburgh Dec. 23, 1800.

(“ Signed) GUSTAVUS ADOLPHUS.”

It having been well understood that Denmark had also acceded to the above convention, Mr. Drummond, his Majesty's minister at Copenhagen, transmitted the following note to the Danish Minister for foreign affairs.

December 27, 1800.

“ The Court of London, informed that Denmark is carrying on with activity negotiations very hostile to the interests of the British empire, thinks that it cannot better fulfil the duties which such a circumstance prescribes, than by addressing itself directly to the minister of his Danish Majesty, to demand from him a frank and satisfactory explanation. In all the courts of Europe, they speak openly of a confederacy between Denmark and some other powers, to oppose, by force, the exercise of those principles of maritime laws on which the naval power of the British empire in a great measure rests; and which, in all wars, have been followed by the maritime states, and acknowledged by their tribunals.

A.D. 1800 “ His Britannic Majesty, relying with confidence upon the faith of the engagements recently contracted between the two courts, has not demanded from him any explanation on this head. It was his wish to wait for the moment when the court of Denmark should think it its duty to contradict those reports, so injurious to its good faith, and so little compatible with the maintenance of the good understanding which had been re-established between the two countries. At present, the conduct and the public declaration of one of the powers, which it is pretended has entered into this confederacy, do not permit his Majesty to preserve any longer towards the rest the same silence which he has hitherto observed. The undersigned, therefore, finds himself bound to demand from his Excellency Count de Bernstorff, a plain, open, and satisfactory answer, on the nature, object, and extent of the obligations which his Danish Majesty may have contracted, or the negotiations which he is carrying on with respect to a matter, which so nearly concerns the dignity of his Britannic Majesty, and the interests of his people. His Britannic Majesty, always ready to return all the marks of friendship which he may receive on the part of his Danish Majesty, hopes to find, in the answer of the Court of Copenhagen to this request, only a new occasion of manifesting these dispositions. In transmitting this note to the secretary of state, the undersigned avails himself, with pleasure, of this opportunity, to assure him of the high consideration with which he has the honour to be his very humble and very obedient servant,

“ W. DRUMMOND.”

Answer of Count Bernstorff.

“ The undersigned secretary of state for foreign affairs, having given an account to the king, his master, of the contents of the note which Mr. Drummond has done him the honour to transmit to him on the 27th instant, is authorised to return the answer which follows. The court of London must have received very incorrect information, to have been able for a moment to presume, that Denmark had conceived projects hostile against it, or incompatible with the maintenance of the good understanding which subsists between the two crowns; and the king is very much obliged to his Britannic Majesty, for having furnished him with the opportunity of contradicting, in the most positive manner,

manner, reports as ill founded, as contrary to his most decided sentiments. The negociation which is carrying on at St. Petersburg between Russia, Prussia, Sweden, and Denmark, has no other object than the renewal of the engagements, which in the year 1780 and 1781, were contracted by the same powers for the safety of their navigation, and of which a communication was at that time made to all the courts of Europe. His Majesty the Emperor of Russia, having proposed to the powers of the north, to re-establish these engagements in their original form, Denmark has so much the less hesitated to consent to it; as, far from having ever abandoned the principles professed in 1780, she has thought it her duty to maintain them, and claim them upon all occasions, and not allow herself to admit, in respect of them, any other modifications than those which result from her treaties with the belligerent powers.

“ Very far from wishing to interrupt those powers in the exercise of rights which the war gives them, Denmark introduces into the negotiation with her allies, none but views absolutely defensive, pacific, and incapable of giving offence or provocation to any one. The engagements she will make will be founded upon the strictest fulfilment of the duties of neutrality, and of the obligations which her treaties impose upon her; and if she wishes to shelter her innocent navigation from the manifest abuses and violence which the maritime war produces but too easily, she thinks she pays respect to the belligerent powers, by supposing, that, far from wishing to authorise or tolerate these abuses, they would on their side, adopt measures best calculated to prevent or repress them. Denmark has not made a mystery to any one of the object of her negotiations, upon the nature of which some suspicion has been infused into the court of London; but she has not thought that she has departed from the usual forms, in wishing to wait the definitive result of it, in order to communicate an official account of it to the powers at war. The undersigned, not knowing that any of the powers engaged in this negotiation has made a declaration, or adopted measures relative to this object, at which Great Britain might take offence or umbrage, cannot, without ulterior explanation, reply to this point of Mr. Drummond's note. Much less does he conceive in what respect the engagement, taken by the previous convention of the 29th of August, to those which Den-

A.D. 1800 mark is about to enter into with the neutral and united powers of the north; and in all cases in which he shall find himself called upon to combat, or remove the doubts that shall have been conceived with respect to the good faith of the King, he shall consider his task to be very easy, as long as this good faith shall be introduced into the reproaches or the suspicions advanced against his Majesty. He flatters himself that the English government, after having received the required explanations, will have the frankness to allow, that the provisional and momentary abandonment, not of a principle, the question with respect to which remained undecided; but of a measure, whose right has never been, nor ever can be contested, cannot be found at all in opposition to the general and permanent principles, relative to which the powers of the north are upon the point of establishing a co-operation, which, so far from being calculated to compromise their neutrality, is destined only to strengthen it. The undersigned would fain believe that these explanations will appear satisfactory to the court of London; and that the latter will do justice to the intention and sentiments of the King, and particularly to his Majesty's invariable desire to maintain and cement, by all the means in his power, the friendship and good understanding which subsist between Denmark and Great Britain. He has the honour to offer to Mr. Drummond, the assurance of his most distinguished consideration.

“ (Signed) BERNSTORFF,
“ *Copenhagen, Dec. 31, 1800.*”

Proposals for Peace.

Bonaparte, after his return from Egypt, having placed himself at the head of the French nation as chief consul, on the 25th of December, 1799, addressed a letter to the King of Great Britain, with proposals for a general peace, to which Lord Grenville was directed to give an answer. The terms not being considered honourable to the interest or welfare of Great Britain, the negotiation was discontinued.

In the month of September, a correspondence was again entered into between Great Britain and France, in hopes of its being the happy means of introducing a negotiation for a general peace. The following were the projects proposed for a Naval armistice:—the first project offered by
France—

France—the counter project by England; and second project transmitted in answer by France, which was finally rejected by the British government, in consequence of its requiring it to enter into a separate treaty. A.D. 1800

TRANSLATION.

Project.

“ Art. 1. There shall be a suspension of hostilities between the fleets and armies of the French Republic, and those of Great Britain.

“ Art. 2. The ships of war and merchant vessels of each nation shall enjoy a free navigation, without being subject to any search, and shall observe the usage established previous to the war.

“ Art. 3. All vessels of either nation captured after the — of Fructidor, shall be restored.

“ Art. 4. The places of Malta, Alexandria, Belleisle, shall be assimilated to the places of Ulm, of Philippsburg, and of Ingolstadt; that is to say, all neutral or French vessels shall have permission freely to enter them, in order to furnish them with provisions.

“ Art. 5. The squadrons which blockade Brest, Cadiz, Toulon, and Flushing, shall return into their own harbours, or at least shall keep out of sight of the coast.

“ Art. 6. Three English officers shall be dispatched, one directly to the admiral commanding in the Mediterranean; another to the commander of the squadron before Malta; the third, to the commander of the blockade at Alexandria, to notify to them the present armistice, and to convey to them orders to conform themselves thereunto. The said officers shall pass through France, in order the more expeditiously to arrive at their destination.

“ Art. 7. His Catholic Majesty, and the Batavian Republic, are included in the present armistice.

Counter Project.

“ It having been agreed that negotiations for a general peace be immediately set on foot between the Emperor of Germany, his Britannic Majesty, and the French Republic; and an armistice having been already concluded between the forces of his Imperial Majesty and those of the French Republic; it is agreed, that an armistice shall also take place between the

A.D. the forces of his Britannic Majesty, and those of the French
1800 Republic, on the terms, and in the manner following:
that is to say—

“ Art. 1. All hostilities, both by sea and land, between the forces of the two contracting parties, shall be suspended, and shall not be renewed until after fourteen days notice given of the termination of the armistice. This notice, in so far as relates to the parts of Europe north of Cape St. Vincent, must be given by one of the governments to the other, and is to be reckoned from the day in which the same shall be received by the government to whom it is given. In the Mediterranean, or other parts of the world, the notice must be given by the respective commanding officers. But in case of the renewal of hostilities between Austria and France, the armistice between Great Britain and France is likewise to be considered as terminated, so soon as such renewal of hostilities shall be known to the officers commanding the British forces, except only in so far as relates to prizes of merchant vessels, which shall be regulated by the third article of this convention.

“ Art. 2. Orders shall be immediately sent by the two governments to their officers in the different parts of the world, to conform ourselves to this agreement, sea passes shall be given to the ships which are to carry these orders; and his Britannic Majesty's officers to be sent for that purpose through France, shall be furnished with the necessary passports and facilities to expedite their journey.

All prizes made in any part of the world during the continuance and operation of the armistice, by any officers having actually received due notice of this agreement, shall be restored; and generally, whether such notice shall have been received or not, all prizes made in the Channel, or in the North Seas, after twelve days, (to be reckoned from the exchange of the ratifications of this convention,) shall be restored; and the same periods shall be allowed in this respect for the other parts of the world, as were stipulated by the 22d article of the preliminaries of the last peace.

“ Art. 4. Malta, and the maritime towns and ports of Egypt, shall be placed on the same footing as those places which, though comprised within the demarcation of the French army in Germany, are occupied by the Austrian troops, consequently nothing shall be admitted by sea which can give additional means of defence, and provisions only
for

for fourteen days at a time, in proportion to the consumption, as it shall be ascertained by commissioners to be named for the purpose, who shall have power to establish the necessary regulations for giving effect to this stipulation, conformably to the principles of the 4th article of the convention." A. D.
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TRANSLATION.

Project.

" In consideration of its having been agreed that negotiations for a general peace shall be immediately opened between the French Republic and its allies on one side, and his Imperial Majesty, his Britannic Majesty, and their allies, on the other side ; and that the armistice which has already been concluded between the armies of the French Republic, and those of his Imperial Majesty, may be prolonged, if any equivalent armistice should be concluded between the forces of the French Republic and those of his Britannic Majesty, the two governments have agreed to conclude the said armistice upon the following conditions :

" 1. All hostilities by sea and land between the two nations, shall be suspended, and shall not be renewed until after a month's notification prior to the end of the armistice. In all parts of the world the armistice shall not be broken without the express orders of the contracting governments ; and hostilities shall not be renewed until a month after the notification which may have been given by the general or commanding officer of one of the two nations, to that of the other nation.

" 2. Orders shall be immediately transmitted by the two governments to the commanding officers in the several parts of the world, directing them to act in conformity with this convention. Passports shall be given to the persons who shall carry out these orders ; and the officers of his Britannic Majesty, who shall travel through France for this purpose, shall receive safe conducts, and the necessary facilities for accelerating their journey.

" 3. All prizes made in any part of the world during the continuance of the armistice, by any officer having actually received the notification of this convention, shall be restored. And generally, (whether this notification shall have been made or not,) all prizes made in the Channel, or in the North Seas, after twelve days, (to be computed from

A.D. 1800 from the exchange of the ratifications of this convention,) shall be restored; and, in regard to this object, the terms shall be fixed for the other parts of the world, conformably to the stipulations of the 22d article of the preliminaries of the last peace; whence it results, that, computing from the day of the said exchange, all trading vessels of either nation shall have the power of putting out to sea, and of navigating freely as before the war.

“ 4. Malta and Egypt shall be assimilated to the places in Germany; which, although blockaded by the French army, have been permitted to enjoy the benefit of the continental armistice: Malta shall be furnished with provisions for fifteen days at a time, at the rate of 10,000 rations per diem. With regard to Egypt, six French frigates shall have the liberty of sailing from Toulon, of unlading at Alexandria, and of returning without being searched, and without suffering any opposition during their passage, either from English ships, or from those of the allies of Great Britain. An English officer of rank shall for this purpose embark on board one of the frigates, and shall travel through France on his way to Toulon.

“ 5. The blockade of Brest, of Toulon, and of every other French port, shall be razed; and all the British captains shall receive instructions not to interrupt the trade of any vessel either entering therein, or going out thereof. No ship of the line, however, of two or three decks, actually at anchor in the said ports, shall be at liberty to go out before the renewal of hostilities, for the purpose of changing its station; but frigates, sloops, and other small ships of war, may freely go out and navigate, and in the event of their meeting at sea, with ships belonging to his Britannic Majesty, they shall observe the customs established before the war.

“ 6. The land forces in the pay of his Britannic Majesty, shall not have the power of disembarking in any port of Italy during the continuance of the present armistice.

“ 7. The allies of France, namely, Spain, the Batavian Republic, and Genoa, shall participate in the benefit of the present armistice. (If his Britannic Majesty insists upon including his allies in the armistice, they shall enjoy the same advantages with those of France.)

“ 8th.

“ 8th. The present convention shall be ratified, and A. D. the ratification exchanged in the space of ten days, or 1800 sooner, if it should be possible.

MEDITERRANEAN.*

Vice Admiral Lord Keith, early in the year, cruized off the harbour of Valette, in the island of Malta, to prevent the French from throwing any succours into it.

His lordship having received certain intelligence, that an enemy's squadron was expected to make the attempt—directed Lord Nelson to proceed to windward of the island, to look out with three sail of the line,† the Lion to keep off the passage between Goza and Malta, and the Alexander off the S. E. side of the island, whilst he remained in the Queen Charlotte, with the Phaeton, Serena, Neapolitan frigate, and the Minorca sloop, close in with the mouth of the harbour.

On the morning at day-light, on the 18th of February, Lord Nelson discovered the Alexander in chace of a line of battle ship, three frigates, and a corvette. About eight o'clock she fired several shot at one of the enemy's frigates, which struck her colours, and leaving her to be secured by the ships a-stern, continued the chace. The Audacious and El Corso were ordered to take possession of her.

At half past one P. M. the enemy's frigate and corvette tacked; but the line of battle ship not being able to tack without coming to action with the Alexander, bore up. The Success being to leeward, Captain Peard with great judgment and gallantry, lay across his hawse and raked him with several broadsides; in passing the French ship's broadside several shot struck the Success, by which one man was killed; the master and eight men wounded.

At half past four, the Foudroyant and Northumberland coming up, the former fired two shot, when the French

* Appendix, Chap. II. No. 402. Fleet in the Mediterranean.

† Ships.	Guns.	Commanders.
Foudroyant, -	80	{ Rear Admiral Lord Nelson. Capt. Sir Ed. Berry.
Audacious, -	77	— D. Gould.
Northumberland,	74	— Geo. Martin.
Success, -	32	— S. Peard.
El Corso, (brig)	16	— W. Rickets.

ship

A.D. 1800 ship fired her broadside, and struck her colours. She proved to be *Le Genereux*,* of 74 guns, bearing the flag of Rear Admiral Perrée, commander in chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta.

Lord Nelson attributes the capture of this ship to the extreme good management of Lieutenant William Harrington, who commanded the *Alexander* in the absence of Captain Ball.

His Lordship also speaks highly of the gallant behaviour of Captain Peard.

The other ship taken was a large armed transport, with stores, provisions, &c. for Malta.

On the 14th of March, Lord Keith issued a proclamation wherein he signified to all neutral powers, that the ports of Toulon, Marseilles, Nice, and the coast of the river of the Levant were in a state of blockade.

On the 17th of March, Vice Admiral Lord Keith ordered Captain Todd to proceed with the *Queen Charlotte* of 110 guns, to reconnoitre the island of Cabrera, about thirty miles from Leghorn, in the possession of the French, and which it was his lordship's intentions to attack. On the morning of that day, when the *Queen Charlotte* was about three or four leagues from Leghorn, she was discovered to be on fire. Every possible assistance was immediately forwarded from the shore; but a number of boats, it seems, were deterred from approaching the ship, in consequence of the firing of the guns, which were shotted, and when heated by the fire, discharged their contents in all directions.

Mr. John Baird, the carpenter, who was one of those saved, gives the following statement of this melancholy and calamitous disaster.

“He reports that about twenty minutes after six o'clock in the morning, as he was dressing himself, he heard throughout the ship a general cry of ‘fire.’ On which he immediately run up the fore ladder to get upon deck, and found the whole half deck, the front bulk head of the admiral's cabin, the main mast's coat and and boat's covering on the booms all in flames; which from every report and probability, he

* One of the ships that escaped out of the bay of Aboukir, on the 2d of August, 1798.

apprehends was occasioned by some hay, which was lying under the half-deck, having been set on fire by a match in a tub, which was usually kept there for signal guns. The main-sail at this time was set, and almost instantly caught fire; the people not being able to come to the clue garnets on account of the flames.

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“ He immediately went to the fore-castle, and found Lieutenant Dundas and the Boatswain encouraging the people to get water to extinguish the fire. He applied to Mr. Dundas, seeing no other officer in the fore part of the ship (and being unable to see any on the quarter-deck, from the flames and smoke between them) to give him assistance to drown the lower decks, and secure the hatches, to prevent the fire falling down. Lieutenant Dundas accordingly went down himself, with as many people as he could prevail upon to follow him; and the lower deck ports were opened, the scuppers plugged, the main and fore hatches secured, the cocks turned, and water drawn in at the ports, and the pumps kept going by the people who came down, as long as they could stand at them.

“ He thinks from these exertions, the lower deck was kept free from fire, and the magazines preserved for a long time from danger; nor did Lieutenant Dundas, or he, quit this station, but remained with all the people who could be prevailed upon to stay; till several of the middle deck guns came through the deck.

“ About nine o'clock, Lieutenant Dundas, and he, finding it impossible to remain any longer below, went out at the foremost lower deck port, and got upon the fore-castle; on which he apprehends there were then about 150 of the people drawing water and throwing it as far aft as possible upon the fire.

“ He continued about an hour on the fore-castle, and finding all efforts to extinguish the flames unavailing, he jumped from the jibb-boom, and swam to an American boat approaching the ship, by which he was picked up and put into a Tartan, then in the charge of Lieutenant Stewart, who had come off to the assistance of the ship.

(Signed)

“ JOHN BAIRD.”

Leghorn, March 18, 1800.

Captain Todd, with Mr. Bainbridge, the first lieutenant remained upon deck to the last moment, giving orders for

A.D. 1800 for saving the crew without thinking or providing for their own safety.

About 167 only were saved out of the ship's company, which amounted to upwards of 840.

A List of the Officers, &c. who were on Shore at Leghorn on Duty, when his Majesty's Ship, Queen Charlotte, was burnt.

Vice Admiral Lord Keith ; and with his lordship,
Lieutenant John Stewart.

Mr. Brown, Secretary.

Mr. James Meek, secretary's clerk.

George Sutherland, servant to Lord Keith.

Matthew Milldridge, (boy) servant to Lieutenant Stewart.

On Shore, not knowing the Ship was ordered to Sea.

The Rev. Samuel Cole, chaplain.

Mr. John Greenway, master's mate.

Mr. John Lloyd,

Mr. Charles Rutherford, } midshipmen.

Mr. William Wakelin, secretary's clerk.

List of the Officers saved from the Wreck.

Lieutenant Archibald Duff.

Alexander Campbell.

Hon. G. H. L. Dundas.

Lieutenants Ferguson and Peebles, of marine.

Mr. John Baird, carpenter.

M. Andrew Dickson, gunner.

Mr. Fran. Ersk. Lock,

Mr. Thomas Howard, } midshipmen.

Mr. Charles Wood,

Mr. John Larby, secretary's office, and 146 seamen and marines.

List of the Officers lost in the Queen Charlotte, off Leghorn Roads, March 17th.

Captain Andrew Todd.

William Bainbridge,

James Erskine,

Kolecken, (Russia navy)

} Lieutenants.

Captain

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Captain Joseph Bredon, marines.	
Mr. Thomas Whidden, master.	
Mr. Thomas Marsh, purser.	
Mr. John Frazer, surgeon.	
Mr. John Bridgeman, boatswain.	
Mr. Roger Major,	} masters mates.
Mr. Hector Ray,	
Mr. Griffith Bowen,	
Mr. William Robinson,	
Mr. J. A. B. Frederick,	
Mr. Norman Macleod,	} midshipmen.
Mr. James Vane,	
Mr. Francis Leith,	
Mr. John Franklin,	
Mr. Silverius Moriaty,	
Mr. Thomas Bridgeman, son to the boatswain,	
Mr. Charles Dickson, son to the gunner,	
Mr. Edward Brown,	
Mr. William Penman,	
Mr. John Smithers,	
Mr. James Erskine Scott,	
Mr. John Campbell,	
Mr. Campbell Douglas,	
Mr. Adam Rutherford,	
Mr. Francis Searle,	
Mr. George Searle,	
Mr. James Somerville,	
Mr. William Beville, secretary's clerk.	
Mr. Robert Holt, schoolmaster.	
Mr. John Ray, captain's clerk.	
Mr. Robert Martin,	} surgeon's mates.
Mr. John Pocock,	
M. ——— Sproule.	

In consequence of the loss of the Queen Charlotte, Lord Keith hoisted his flag on board the Audacious, and soon after shifted it to the Minotaur. His lordship proceeded with part of his fleet off Genoa, which port he blocked up; and continued to co-operate with the Austrian general Melas, until the beginning of June, at which time the French army evacuated that city and the whole Genoese territory.

A.D. 1800 During the blockade of Genoa, the city and Mole were frequently bombarded by the British flotilla; in one of these attacks, Captain Philip Beaver, of the *Aurora*, who was entrusted by Lord Keith, with the command of it, in a most spirited and gallant manner, under a smart fire of cannon and musquetry from the moles, and enemy's armed vessels, attacked, boarded, carried, and brought off their largest galley, *La Prima*, of 50 oars, and 257 men armed, mounted with two brass 36 pounders, and 30 brass swivels in her hold. Only four men were wounded in performing this service.

On the 21st of March, Captain Austen, in the *Petterell* sloop of war, stood into the bay of Marseilles; and within six miles of the town, most gallantly attacked a ship, brig, and xebecque corvettes belonging to the French republic; drove on shore the ship and xebecque, and brought off the brig, without sustaining any loss in men, and but little damaged in the rigging, &c. although at one time within a cable's length of the shore exposed to two batteries.

The *Ligurienne* brig taken, was mounted with 16 guns and 104 men, commanded by a Lieutenant de Vaisseau, who with one seaman was killed; and two wounded. This vessel was built on a peculiar plan, being fastened throughout with screw bolts, so as to be taken to pieces and set up again with ease.

The prisoners informed Captain Austen, that the ship was *Le Cerf*, mounting 14 guns, and the xebecque *Le Joillet* of 6 guns.

The important fortress of Savona, was obliged to surrender, being reduced to famine on the 16th of May. The blockade of this place was intrusted to Captain Downman of the *Santa Dorothea*, who with Captain Settimo of the Neapolitan brig *Strombolo*, and Lieutenant Jackson, acting captain of the *Camelion*, executed it with much perseverance and activity.

Captain Manley Dixon, being stationed off Malta, with a squadron of ships of war,* in order to prevent succours

* Ships.	Guns.	Commanders.
Lion, -	64	Capt. Manley Dixon.
Foudroyant, -	80	— Sir Ed. Berry.
Alexander, -	74	Lieut. Harrington, acting.
Penelope, -	32	— H. Blackwood.
Minorca, (brig)	16	— Geo. Miller.
Vincego, -	—	— Geo. Long.
—	—	— Broughton.

being

being thrown in, or any of the enemy's ships of war A.D. escaping out of the ports. On the night of the 30th of 1800 March, Captain Dixon, for the purpose of observing the enemy's motions more narrowly, directed Captain Blackwood, in the *Penelope*, to stand close in to the *Valette*. About midnight, an enemy's ship was descried by him, when the *Minorca* was sent to inform Captain Dixon of it; Captain Blackwood making also the necessary signals, and giving chase himself. The squadron which was at anchor, instantly cut or slipped their cables, and went in pursuit under a press of sail; guided solely by the cannonading of the *Penelope*. At day-break the *Lion* had arrived within gun shot of the chase, and the *Penelope* was observed to be within musquet shot, raking her, the effects of whose well directed fire during the night, had shot away her main and mizen top-masts and main-yard; the enemy appeared in great confusion, being reduced to his head sails, going with the wind on the quarter.

The *Lion* was run close alongside; the yard-arms of both ships being just clear, when a destructive broadside of three round shot in each gun was poured in, luffing up across the bow, when the enemy's jib-boom passed between the main and mizen shrouds; after a short interval the boom was carried away, and the ships disentangled; Captain Dixon's object was to prevent either being boarded, or exposing himself to the powerful broadside of the enemy; he therefore maintained his position across her bow, firing to great advantage; whilst she could only return with her bow chasers and musquetry, which was prodigious, being full of troops. In about fifty minutes after the engagement began, the *Foudroyant* came up under a press of canvas, and hailed the enemy to strike, which being declined, a most gallant and furious action ensued, the *Lion* and *Penelope* frequently doing great execution; in about an hour and a half, the enemy being completely dismasted, struck.

She proved to be the *Guillaume Tell*, of 86 guns, and 1000 men, bearing the flag of Rear Admiral Decres, the only remaining ship of the French fleet which was in the action of the 1st of August, 1798.

On this ship's arrival in England her name was changed to the *Malta*.

The *Foudroyant* had 8 men killed, and 61 wounded.

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The Lion, 7 killed, and 38 wounded.

The Penelope, 2 killed, and 2 wounded.

Captain Sir Edward Berry * was slightly wounded, but did not quit the deck; Lieutenant A. Blare, Philip Bridge, boatswain, Edward West, Grenville Proby, Thomas Cole, midshipmen, wounded.

Lion—Mr. Hugh Roberts, midshipman, killed; Mr. Alexander Hood, wounded.

Penelope—Mr. Damerel, master, killed; Mr. Silthorpe, midshipman, wounded.

The French account of this Action, sent by Vice Admiral Decres, to the Minister of the Marine and the Colonies.

1st Floreal, 8th Year.

“ Citizen Minister,

“ I have the misfortune to transmit to you, an account of the capture of the ship William Tell, commanded by Captain Saunier, and on board of which I had recently hoisted my flag. It was on the 8th Germinal, at eleven o'clock at night, when the ship left the port, the moon had gone down about an hour; scudding before the wind, she had already doubled a part of the enemy's fleet, when she was recognized by a frigate, which immediately pursued her, at the same time firing her guns in order to point out the chace, and bring up the enemy's ships. It was the Penelope of 44 guns, which unfortunately gained ground of the William Tell; she gained so fast upon her, that at one o'clock on the morning of the 9th, she was near enough to fire right into her stern. The William Tell returned the fire from her stern chasers; her shot several times struck the Penelope, but did not prevent her repeating her fire during the whole of the night, with all the advantage she derived from her superior style of sailing, and the choice of position, as well as from the necessity which compelled me to fly. An hundred times I was tempted to manœuvre in order to cripple her from fighting,

* In June, the royal family of Naples, came from Palermo to Leghorn, on board the Foudroyant; before they left her, the Queen presented Sir Edward Berry with a gold box, set with diamonds, and a diamond ring.

as well as some cutters that followed her, and annoyed us with their fire; but as the wind blew fresh, and I observed, notwithstanding the darkness of the night, several ships at the extremity of the horizon in full sail to support her, I was sensible that by lying to, I should be giving them all time to come up, and that my escape would be impossible. We were thus annoyed during the whole of the night, by this frigate, whose fire brought down our main top-mast about five in the morning. At that moment the Lion of 64 guns, came up within musquet shot to the larboard of the William Tell, while the Penelope continued firing a-stern. For three quarters of an hour, during which time the Lion was on our quarter, a brisk fire was maintained on both sides. At last her's slackened, and we were within pistol shot of each other, when, perceiving that there was not a single person on the quarter deck, I ordered Captain Saunier to seize the first opportunity of boarding. The first attempt made by that gallant officer did not succeed, owing to the precautions of the enemy; but having tried a second effort, the William Tell's bowsprit was entangled in the shrouds of the Lion, and we should certainly have succeeded in boarding, if our bowsprit had not gone in two, and disengaged the ships, at the moment when one of our sailors had reached a part of their rigging, and a troop of brave fellows were preparing to follow him. This *coup de main* failing, the Lion without a single sail, her rigging cut to pieces, and her masts ready to go by the board, was compelled to fall back without firing a single cannon. The William Tell for some minutes pursued her, but was soon compelled to quit her, in order to receive the Foudroyant, who now took part in the engagement. It was about six o'clock, the Foudroyant of 84 guns, one of the finest vessels in England, passed a-stern of the William Tell, calling out to her to strike, and at the same time pouring in her whole broadside. In consequence of their manœuvres the two ships were soon alongside of each other, the Foudroyant on the starboard, and the Penelope on her quarter; the fire at that moment on both sides was terrible, we continued as close to each other as it was possible, without being able to board. In about thirty-six minutes the fore-mast of the William Tell gave way, and at three quarters past six her main-mast shared the same fate. The sails and rigging of the Foudroyant were

A. D. 1800 cut to pieces, and she was for some time ungovernable, and as her stern was towards us, her mizen-mast was divided, and several of her yards were hanging in different directions. In the mean time the *Lion*, which had retired from the engagement for more than an hour, had repaired her damage, and returned to attack us on our larboard. In the state in which the *William Tell* was, I confess I had but little hopes of the issue of so unequal a combat, but the determined resolution of her crew was such, that I was certain she would be dearly purchased by the enemy; besides while the ship was manageable, we were capable of any bold attempt, without dread of the consequences. It was for that reason I ordered Captain Saunier to board the *Foudroyant*, whose fire I perceived had abated. The commander seized the first opportunity that presented itself, and rushing suddenly on her starboard, he crossed her bowsprit. The enemy judging of our intention, manœuvred in order to prevent our boarding; the two vessels nearly touched each other, but could not absolutely meet. The result of this manœuvre was, that the *Foudroyant*, which had already lost her mizen-mast, was terribly mauled both fore and aft, her fore-top-mast had fallen, and she was fain to sheer off with what masts she had standing. During the rest of the engagement she kept at a distance, which did not admit of our boarding her. It was then that Captain Saunier, who had directed the manœuvre with uncommon ability, was severely wounded. He was immediately replaced by Lieutenant Donadieu, an officer of very great merit. From seven o'clock the *William Tell*, having only her mizen and mizen top-mast left, had to engage two ships of the line and a frigate; she answered their fire by both her broadsides, and frequently by her guns a-stern. The rigging had several times taken fire, and had been repeatedly extinguished; several explosions which I had heard on board the enemy's ships, assured me that the same accident had happened to them. Unfortunately the falling of the masts obstructed the working of several of our larboard guns, and we were obliged to be continually throwing water on that side where the ruins of the masts and rigging, which we were unable to remove with sufficient speed, threatened every moment to set fire to the ship. At eight o'clock (and I mention this moment, because I cannot determine what was the state of the guns at the end of the action)

action) there were two destroyed by the enemy's shot, and nineteen dismounted without reckoning those on the quarter deck. As the main-mast had been twice cut, one of the pieces, which was fourteen feet long, lay across the quarter deck, and so entirely obstructed it, that it was impossible to move. Notwithstanding the accident, and the appearance of the blood, which overflowed all the decks, the resolution of the crew seemed to increase; and notwithstanding the united fire of three ships of the line, the defence of the *William Tell*, at half past eight, was still vigorous; at that moment her mizen-mast fell on the starboard side. The whole of that side against which the fire of the *Lion* was directed, was obstructed by the masts. The enemy taking advantage of our embarrassed situation, were able to chuse that which was most convenient for them, while it was impossible for us to avail ourselves of the same advantage. The *Foudroyant* which had received the most of our fire, was unable to haul on our starboard, but the *Lion* was on our larboard quarter, though her sails, rigging, and yards were cut to pieces. At length the *Penelope*, which had received but little damage, headed us, and the *William Tell* received the fire of all the three, without a mast standing, the ship ungovernable, reeling from the violent motion of the waves, which she had no mast or sail to counteract, we were obliged to shut our lower ports, in order to prevent her filling. In this situation it was too evident, not only that it was impossible to save the ship, but that it was out of my power further to injure the enemy. I was sensible, that the men I might lose by a longer resistance, would be the useless victims of a vain obstinacy; upon this conviction, and persuaded that the defence of the *William Tell* had been in every respect truly honourable, I thought it my duty to submit to fortune; and about 35 minutes past nine, after the ship was a wreck, the flag was struck. The *Penelope* was the only ship able to take possession of her, and board her with a sufficient number of sailors to carry her to Syracuse. The enemy did not attempt to conceal the considerable loss they sustained; and from what I have seen, and what I was informed immediately after the affair, it is certain that in this respect, the vanquishers have not been more fortunate than the vanquished. I deem it superfluous to make any encomiums on the conduct of the crew of the *William Tell*; the fact alone of the engagement, and of

A.D. 1800 mark is about to enter into with the neutral and united powers of the north; and in all cases in which he shall find himself called upon to combat, or remove the doubts that shall have been conceived with respect to the good faith of the King, he shall consider his task to be very easy, as long as this good faith shall be introduced into the reproaches or the suspicions advanced against his Majesty. He flatters himself that the English government, after having received the required explanations, will have the frankness to allow, that the provisional and momentary abandonment, not of a principle, the question with respect to which remained undecided; but of a measure, whose right has never been, nor ever can be contested, cannot be found at all in opposition to the general and permanent principles, relative to which the powers of the north are upon the point of establishing a co-operation, which, so far from being calculated to compromise their neutrality, is destined only to strengthen it. The undersigned would fain believe that these explanations will appear satisfactory to the court of London; and that the latter will do justice to the intention and sentiments of the King, and particularly to his Majesty's invariable desire to maintain and cement, by all the means in his power, the friendship and good understanding which subsist between Denmark and Great Britain. He has the honour to offer to Mr. Drummond, the assurance of his most distinguished consideration.

“ (Signed) BERNSTORFF,
“ *Copenhagen, Dec. 31, 1800.*”

Proposals for Peace.

Bonaparte, after his return from Egypt, having placed himself at the head of the French nation as chief consul, on the 25th of December, 1799, addressed a letter to the King of Great Britain, with proposals for a general peace, to which Lord Grenville was directed to give an answer. The terms not being considered honourable to the interest or welfare of Great Britain, the negotiation was discontinued.

In the month of September, a correspondence was again entered into between Great Britain and France, in hopes of its being the happy means of introducing a negotiation for a general peace. The following were the projects proposed for a Naval armistice:—the first project offered by
France—

France—the counter project by England; and second project transmitted in answer by France, which was finally rejected by the British government, in consequence of its requiring it to enter into a separate treaty. A. D. 1800

TRANSLATION.

Project.

“ Art. 1. There shall be a suspension of hostilities between the fleets and armies of the French Republic, and those of Great Britain.

“ Art. 2. The ships of war and merchant vessels of each nation shall enjoy a free navigation, without being subject to any search, and shall observe the usage established previous to the war.

“ Art. 3. All vessels of either nation captured after the — of Fructidor, shall be restored.

“ Art. 4. The places of Malta, Alexandria, Belleisle, shall be assimilated to the places of Ulm, of Philipsburg, and of Ingolstadt; that is to say, all neutral or French vessels shall have permission freely to enter them, in order to furnish them with provisions.

“ Art. 5. The squadrons which blockade Brest, Cadiz, Toulon, and Flushing, shall return into their own harbours, or at least shall keep out of sight of the coast.

“ Art. 6. Three English officers shall be dispatched, one directly to the admiral commanding in the Mediterranean; another to the commander of the squadron before Malta; the third, to the commander of the blockade at Alexandria, to notify to them the present armistice, and to convey to them orders to conform themselves thereunto. The said officers shall pass through France, in order the more expeditiously to arrive at their destination.

“ Art. 7. His Catholic Majesty, and the Batavian Republic, are included in the present armistice.

Counter Project.

“ It having been agreed that negotiations for a general peace be immediately set on foot between the Emperor of Germany, his Britannic Majesty, and the French Republic; and an armistice having been already concluded between the forces of his Imperial Majesty and those of the French Republic; it is agreed, that an armistice shall also take place between the

A. D. the forces of his Britannic Majesty, and those of the French
1800 Republic, on the terms, and in the manner following:
that is to say—

“ Art. 1. All hostilities, both by sea and land, between the forces of the two contracting parties, shall be suspended, and shall not be renewed until after fourteen days notice given of the termination of the armistice. This notice, in so far as relates to the parts of Europe north of Cape St. Vincent, must be given by one of the governments to the other, and is to be reckoned from the day in which the same shall be received by the government to whom it is given. In the Mediterranean, or other parts of the world, the notice must be given by the respective commanding officers. But in case of the renewal of hostilities between Austria and France, the armistice between Great Britain and France is likewise to be considered as terminated, so soon as such renewal of hostilities shall be known to the officers commanding the British forces, except only in so far as relates to prizes of merchant vessels, which shall be regulated by the third article of this convention.

“ Art. 2. Orders shall be immediately sent by the two governments to their officers in the different parts of the world, to conform ourselves to this agreement, sea passes shall be given to the ships which are to carry these orders; and his Britannic Majesty's officers to be sent for that purpose through France, shall be furnished with the necessary passports and facilities to expedite their journey.

All prizes made in any part of the world during the continuance and operation of the armistice, by any officers having actually received due notice of this agreement, shall be restored; and generally, whether such notice shall have been received or not, all prizes made in the Channel, or in the North Seas, after twelve days, (to be reckoned from the exchange of the ratifications of this convention,) shall be restored; and the same periods shall be allowed in this respect for the other parts of the world, as were stipulated by the 22d article of the preliminaries of the last peace.

“ Art. 4. Malta, and the maritime towns and ports of Egypt, shall be placed on the same footing as those places which, though comprised within the demarcation of the French army in Germany, are occupied by the Austrian troops, consequently nothing shall be admitted by sea which can give additional means of defence, and provisions only
for

for fourteen days at a time, in proportion to the consumption, as it shall be ascertained by commissioners to be named for the purpose, who shall have power to establish the necessary regulations for giving effect to this stipulation, conformably to the principles of the 4th article of the convention." A.D.
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TRANSLATION.

Project.

" In consideration of its having been agreed that negotiations for a general peace shall be immediately opened between the French Republic and its allies on one side, and his Imperial Majesty, his Britannic Majesty, and their allies, on the other side ; and that the armistice which has already been concluded between the armies of the French Republic, and those of his Imperial Majesty, may be prolonged, if any equivalent armistice should be concluded between the forces of the French Republic and those of his Britannic Majesty, the two governments have agreed to conclude the said armistice upon the following conditions :

" 1. All hostilities by sea and land between the two nations, shall be suspended, and shall not be renewed until after a month's notification prior to the end of the armistice. In all parts of the world the armistice shall not be broken without the express orders of the contracting governments ; and hostilities shall not be renewed until a month after the notification which may have been given by the general or commanding officer of one of the two nations, to that of the other nation.

" 2. Orders shall be immediately transmitted by the two governments to the commanding officers in the several parts of the world, directing them to act in conformity with this convention. Passports shall be given to the persons who shall carry out these orders ; and the officers of his Britannic Majesty, who shall travel through France for this purpose, shall receive safe conducts, and the necessary facilities for accelerating their journey.

" 3. All prizes made in any part of the world during the continuance of the armistice, by any officer having actually received the notification of this convention, shall be restored. And generally, (whether this notification shall have been made or not,) all prizes made in the Channel, or in the North Seas, after twelve days, (to be computed from

A.D. from the exchange of the ratifications of this convention,) 1800 shall be restored; and, in regard to this object, the terms shall be fixed for the other parts of the world, conformably to the stipulations of the 22d article of the preliminaries of the last peace; whence it results, that, computing from the day of the said exchange, all trading vessels of either nation shall have the power of putting out to sea, and of navigating freely as before the war.

“ 4. Malta and Egypt shall be assimilated to the places in Germany; which, although blockaded by the French army, have been permitted to enjoy the benefit of the continental armistice: Malta shall be furnished with provisions for fifteen days at a time, at the rate of 10,000 rations per diem. With regard to Egypt, six French frigates shall have the liberty of sailing from Toulon, of unlading at Alexandria, and of returning without being searched, and without suffering any opposition during their passage, either from English ships, or from those of the allies of Great Britain. An English officer of rank shall for this purpose embark on board one of the frigates, and shall travel through France on his way to Toulon.

“ 5. The blockade of Brest, of Toulon, and of every other French port, shall be razed; and all the British captains shall receive instructions not to interrupt the trade of any vessel either entering therein, or going out thereof. No ship of the line, however, of two or three decks, actually at anchor in the said ports, shall be at liberty to go out before the renewal of hostilities, for the purpose of changing its station; but frigates, sloops, and other small ships of war, may freely go out and navigate, and in the event of their meeting at sea, with ships belonging to his Britannic Majesty, they shall observe the customs established before the war.

“ 6. The land forces in the pay of his Britannic Majesty, shall not have the power of disembarking in any port of Italy during the continuance of the present armistice.

“ 7. The allies of France, namely, Spain, the Batavian Republic, and Genoa, shall participate in the benefit of the present armistice. (If his Britannic Majesty insists upon including his allies in the armistice, they shall enjoy the same advantages with those of France.)

“ 8th,

“ 8th. The present convention shall be ratified, and A. D. the ratification exchanged in the space of ten days, or 1800 sooner, if it should be possible.

MEDITERRANEAN.*

Vice Admiral Lord Keith, early in the year, cruized off the harbour of Valette, in the island of Malta, to prevent the French from throwing any succours into it.

His lordship having received certain intelligence, that an enemy's squadron was expected to make the attempt—directed Lord Nelson to proceed to windward of the island, to look out with three sail of the line,† the Lion to keep off the passage between Goza and Malta, and the Alexander off the S. E. side of the island, whilst he remained in the Queen Charlotte, with the Phaeton, Serena, Neapolitan frigate, and the Minorca sloop, close in with the mouth of the harbour.

On the morning at day-light, on the 18th of February, Lord Nelson discovered the Alexander in chase of a line of battle ship, three frigates, and a corvette. About eight o'clock she fired several shot at one of the enemy's frigates, which struck her colours, and leaving her to be secured by the ships a-stern, continued the chase. The Audacious and El Corso were ordered to take possession of her.

At half past one P. M. the enemy's frigate and corvette tacked; but the line of battle ship not being able to tack without coming to action with the Alexander, bore up. The Success being to leeward, Captain Peard with great judgment and gallantry, lay across his hawse and raked him with several broadsides; in passing the French ship's broadside several shot struck the Success, by which one man was killed; the master and eight men wounded.

At half past four, the Foudroyant and Northumberland coming up, the former fired two shot, when the French

* Appendix, Chap. II. No. 402. Fleet in the Mediterranean.

† Ships.	Guns.	Commanders.
Foudroyant, -	80	{ Rear Admiral Lord Nelson. Capt. Sir Ed. Berry.
Audacious, -	77	— D. Gould.
Northumberland,	74	— Geo. Martin.
Success, -	32	— S. Peard.
El Corso, (brig)	16	— W. Rickets.

ship

A.D. 1800 ship fired her broadside, and struck her colours. She proved to be *Le Genereux*,* of 74 guns, bearing the flag of Rear Admiral Perrée, commander in chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta.

Lord Nelson attributes the capture of this ship to the extreme good management of Lieutenant William Harrington, who commanded the *Alexander* in the absence of Captain Ball.

His Lordship also speaks highly of the gallant behaviour of Captain Peard.

The other ship taken was a large armed transport, with stores, provisions, &c. for Malta.

On the 14th of March, Lord Keith issued a proclamation wherein he signified to all neutral powers, that the ports of Toulon, Marseilles, Nice, and the coast of the river of the Levant were in a state of blockade.

On the 17th of March, Vice Admiral Lord Keith ordered Captain Todd to proceed with the *Queen Charlotte* of 110 guns, to reconnoitre the island of Cabrera, about thirty miles from Leghorn, in the possession of the French, and which it was his lordship's intentions to attack. On the morning of that day, when the *Queen Charlotte* was about three or four leagues from Leghorn, she was discovered to be on fire. Every possible assistance was immediately forwarded from the shore; but a number of boats, it seems, were deterred from approaching the ship, in consequence of the firing of the guns, which were shotted, and when heated by the fire, discharged their contents in all directions.

Mr. John Baird, the carpenter, who was one of those saved, gives the following statement of this melancholy and calamitous disaster.

“He reports that about twenty minutes after six o'clock in the morning, as he was dressing himself, he heard throughout the ship a general cry of ‘fire.’ On which he immediately run up the fore ladder to get upon deck, and found the whole half deck, the front bulk head of the admiral's cabin, the main mast's coat and and boat's covering on the booms all in flames; which from every report and probability, he

* One of the ships that escaped out of the bay of Aboukir, on the 2d of August, 1798.

apprehends was occasioned by some hay, which was lying under the half-deck, having been set on fire by a match in a tub, which was usually kept there for signal guns. The main-sail at this time was set, and almost instantly caught fire; the people not being able to come to the clue garnets on account of the flames.

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“ He immediately went to the fore-castle, and found Lieutenant Dundas and the Boatswain encouraging the people to get water to extinguish the fire. He applied to Mr. Dundas, seeing no other officer in the fore part of the ship (and being unable to see any on the quarter-deck, from the flames and smoke between them) to give him assistance to drown the lower decks, and secure the hatches, to prevent the fire falling down. Lieutenant Dundas accordingly went down himself, with as many people as he could prevail upon to follow him; and the lower deck ports were opened, the scuppers plugged, the main and fore hatches secured, the cocks turned, and water drawn in at the ports, and the pumps kept going by the people who came down, as long as they could stand at them.

“ He thinks from these exertions, the lower deck was kept free from fire, and the magazines preserved for a long time from danger; nor did Lieutenant Dundas, or he, quit this station, but remained with all the people who could be prevailed upon to stay; till several of the middle deck guns came through the deck.

“ About nine o'clock, Lieutenant Dundas, and he, finding it impossible to remain any longer below, went out at the foremost lower deck port, and got upon the fore-castle; on which he apprehends there were then about 150 of the people drawing water and throwing it as far aft as possible upon the fire.

“ He continued about an hour on the fore-castle, and finding all efforts to extinguish the flames unavailing, he jumped from the jibb-boom, and swam to an American boat approaching the ship, by which he was picked up and put into a Tartan, then in the charge of Lieutenant Stewart, who had come off to the assistance of the ship.

(Signed)

“ JOHN BAIRD.”

Leghorn, March 18, 1800.

Captain Todd, with Mr. Bainbridge, the first lieutenant remained upon deck to the last moment, giving orders for

A.D. 1800 for saving the crew without thinking or providing for their own safety.

About 167 only were saved out of the ship's company, which amounted to upwards of 840.

A List of the Officers, &c. who were on Shore at Leghorn on Duty, when his Majesty's Ship, Queen Charlotte, was burnt.

Vice Admiral Lord Keith ; and with his lordship,
Lieutenant John Stewart.

Mr. Brown, Secretary.

Mr. James Meek, secretary's clerk.

George Sutherland, servant to Lord Keith.

Matthew Milldridge, (boy) servant to Lieutenant Stewart.

On Shore, not knowing the Ship was ordered to Sea.

The Rev. Samuel Cole, chaplain.

Mr. John Greenway, master's mate.

Mr. John Lloyd,

Mr. Charles Rutherford, } midshipmen.

Mr. William Wakelin, secretary's clerk.

List of the Officers saved from the Wreck.

Lieutenant Archibald Duff.

Alexander Campbell.

Hon. G. H. L. Dundas.

Lieutenants Ferguson and Peebles, of marine.

Mr. John Baird, carpenter.

M. Andrew Dickson, gunner.

Mr. Fran. Ersk. Lock,

Mr. Thomas Howard, } midshipmen.

Mr. Charles Wood,

Mr. John Larby, secretary's office, and 146 seamen and marines.

List of the Officers lost in the Queen Charlotte, off Leghorn Roads, March 17th.

Captain Andrew Todd.

William Bainbridge,

James Erskine,

Kolecken, (Russia navy)

} Lieutenants.

Captain

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Captain Joseph Bredon, marines.	
Mr. Thomas Whidden, master.	
Mr. Thomas Marsh, purser.	
Mr. John Frazer, surgeon.	
Mr. John Bridgeman, boatswain.	
Mr. Roger Major,	} masters mates.
Mr. Hector Ray,	
Mr. Griffith Bowen,	
Mr. William Robinson,	
Mr. J. A. B. Frederick,	
Mr. Norman Macleod,	} midshipmen.
Mr. James Vane,	
Mr. Francis Leith,	
Mr. John Franklin,	
Mr. Silverius Moriaty,	
Mr. Thomas Bridgeman, son	
to the boatswain,	
Mr. Charles Dickson, son to	
the gunner,	
Mr. Edward Brown,	
Mr. William Penman,	
Mr. John Smithers,	
Mr. James Erskine Scott,	
Mr. John Campbell,	
Mr. Campbell Douglas,	
Mr. Adam Rutherford,	
Mr. Francis Searle,	
Mr. George Searle,	
Mr. James Somerville,	
Mr. William Beville, secretary's clerk.	
Mr. Robert Holt, schoolmaster.	
Mr. John Ray, captain's clerk.	
Mr. Robert Martin,	} surgeon's mates.
Mr. John Pocock,	
M. ——— Sproule.	

In consequence of the loss of the Queen Charlotte, Lord Keith hoisted his flag on board the Audacious, and soon after shifted it to the Minotaur. His lordship proceeded with part of his fleet off Genoa, which port he blocked up; and continued to co-operate with the Austrian general Melas, until the beginning of June, at which time the French army evacuated that city and the whole Genoese territory.

A. D. 1800 During the blockade of Genoa, the city and Mole were frequently bombarded by the British flotilla; in one of these attacks, Captain Philip Beaver, of the *Aurora*, who was entrusted by Lord Keith, with the command of it, in a most spirited and gallant manner, under a smart fire of cannon and musquetry from the moles, and enemy's armed vessels, attacked, boarded, carried, and brought off their largest galley, *La Prima*, of 50 oars, and 257 men armed, mounted with two brass 36 pounders, and 30 brass swivels in her hold. Only four men were wounded in performing this service.

On the 21st of March, Captain Austen, in the *Petterell* sloop of war, stood into the bay of Marseilles; and within six miles of the town, most gallantly attacked a ship, brig, and xebecque corvettes belonging to the French republic; drove on shore the ship and xebecque, and brought off the brig, without sustaining any loss in men, and but little damaged in the rigging, &c. although at one time within a cable's length of the shore exposed to two batteries.

The *Ligurienne* brig taken, was mounted with 16 guns and 104 men, commanded by a Lieutenant de Vaisseau, who with one seaman was killed; and two wounded. This vessel was built on a peculiar plan, being fastened throughout with screw bolts, so as to be taken to pieces and set up again with ease.

The prisoners informed Captain Austen, that the ship was *Le Cerf*, mounting 14 guns, and the xebecque *Le Joillet* of 6 guns.

The important fortress of Savona, was obliged to surrender, being reduced to famine on the 16th of May. The blockade of this place was intrusted to Captain Downman of the *Santa Dorothea*, who with Captain Settimo of the Neapolitan brig *Strombolo*, and Lieutenant Jackson, acting captain of the *Camelion*, executed it with much perseverance and activity.

Captain Manley Dixon, being stationed off Malta, with a squadron of ships of war,* in order to prevent succours

* Ships.	Guns.	Commanders.
Lion, -	64	Capt. Manley Dixon.
Foudroyant, -	80	— Sir Ed. Berry.
Alexander, -	74	Lieut. Harrington, acting.
Penelope, -	32	— H. Blackwood.
Minorca, (brig)	16	— Geo. Miller.
Vincego, -	—	— Geo. Long.
—	—	— Broughton.

being

being thrown in, or any of the enemy's ships of war A.D. escaping out of the ports. On the night of the 30th of 1800 March, Captain Dixon, for the purpose of observing the enemy's motions more narrowly, directed Captain Blackwood, in the *Penelope*, to stand close in to the *Valette*. About midnight, an enemy's ship was descried by him, when the *Minorca* was sent to inform Captain Dixon of it; Captain Blackwood making also the necessary signals, and giving chase himself. The squadron which was at anchor, instantly cut or slipped their cables, and went in pursuit under a press of sail; guided solely by the cannonading of the *Penelope*. At day-break the *Lion* had arrived within gun shot of the chase, and the *Penelope* was observed to be within musquet shot, raking her, the effects of whose well directed fire during the night, had shot away her main and mizen top-masts and main-yard; the enemy appeared in great confusion, being reduced to his head sails, going with the wind on the quarter.

The *Lion* was run close alongside; the yard-arms of both ships being just clear, when a destructive broadside of three round shot in each gun was poured in, luffing up across the bow, when the enemy's jib-boom passed between the main and mizen shrouds; after a short interval the boom was carried away, and the ships disentangled; Captain Dixon's object was to prevent either being boarded, or exposing himself to the powerful broadside of the enemy; he therefore maintained his position across her bow, firing to great advantage; whilst she could only return with her bow chasers and musquetry, which was prodigious, being full of troops. In about fifty minutes after the engagement began, the *Foudroyant* came up under a press of canvas, and hailed the enemy to strike, which being declined, a most gallant and furious action ensued, the *Lion* and *Penelope* frequently doing great execution; in about an hour and a half, the enemy being completely dismasted, struck.

She proved to be the *Guillaume Tell*, of 86 guns, and 1000 men, bearing the flag of Rear Admiral Decres, the only remaining ship of the French fleet which was in the action of the 1st of August, 1798.

On this ship's arrival in England her name was changed to the *Malta*.

The *Foudroyant* had 8 men killed, and 61 wounded.

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The Lion, 7 killed, and 38 wounded.

The Penelope, 2 killed, and 2 wounded.

Captain Sir Edward Berry* was slightly wounded, but did not quit the deck; Lieutenant A. Blare, Philip Bridge, boatswain, Edward West, Grenville Proby, Thomas Cole, midshipmen, wounded.

Lion—Mr. Hugh Roberts, midshipman, killed; Mr. Alexander Hood, wounded.

Penelope—Mr. Damerel, master, killed; Mr. Silthorpe, midshipman, wounded.

The French account of this Action, sent by Vice Admiral Decres, to the Minister of the Marine and the Colonies.

1st Floreal, 8th Year.

“ Citizen Minister,

“ I have the misfortune to transmit to you, an account of the capture of the ship William Tell, commanded by Captain Saunier, and on board of which I had recently hoisted my flag. It was on the 8th Germinal, at eleven o'clock at night, when the ship left the port, the moon had gone down about an hour; scudding before the wind, she had already doubled a part of the enemy's fleet, when she was recognized by a frigate, which immediately pursued her, at the same time firing her guns in order to point out the chace, and bring up the enemy's ships. It was the Penelope of 44 guns, which unfortunately gained ground of the William Tell; she gained so fast upon her, that at one o'clock on the morning of the 9th, she was near enough to fire right into her stern. The William Tell returned the fire from her stern chasers; her shot several times struck the Penelope, but did not prevent her repeating her fire during the whole of the night, with all the advantage she derived from her superior style of sailing, and the choice of position, as well as from the necessity which compelled me to fly. An hundred times I was tempted to manœuvre in order to cripple her from fighting,

* In June, the royal family of Naples, came from Palermo to Leghorn, on board the Foudroyant; before they left her, the Queen presented Sir Edward Berry with a gold box, set with diamonds, and a diamond ring.

as well as some cutters that followed her, and annoyed us with their fire; but as the wind blew fresh, and I observed, notwithstanding the darkness of the night, several ships at the extremity of the horizon in full sail to support her, I was sensible that by lying to, I should be giving them all time to come up, and that my escape would be impossible. We were thus annoyed during the whole of the night, by this frigate, whose fire brought down our main top-mast about five in the morning. At that moment the Lion of 64 guns, came up within musquet shot to the larboard of the William Tell, while the Penelope continued firing a-stern. For three quarters of an hour, during which time the Lion was on our quarter, a brisk fire was maintained on both sides. At last her's slackened, and we were within pistol shot of each other, when, perceiving that there was not a single person on the quarter deck, I ordered Captain Saunier to seize the first opportunity of boarding. The first attempt made by that gallant officer did not succeed, owing to the precautions of the enemy; but having tried a second effort, the William Tell's bowsprit was entangled in the shrouds of the Lion, and we should certainly have succeeded in boarding, if our bowsprit had not gone in two, and disengaged the ships, at the moment when one of our sailors had reached a part of their rigging, and a troop of brave fellows were preparing to follow him. This *coup de main* failing, the Lion without a single sail, her rigging cut to pieces, and her masts ready to go by the board, was compelled to fall back without firing a single cannon. The William Tell for some minutes pursued her, but was soon compelled to quit her, in order to receive the Foudroyant, who now took part in the engagement. It was about six o'clock, the Foudroyant of 84 guns, one of the finest vessels in England, passed a-stern of the William Tell, calling out to her to strike, and at the same time pouring in her whole broadside. In consequence of their manœuvres the two ships were soon alongside of each other, the Foudroyant on the starboard, and the Penelope on her quarter; the fire at that moment on both sides was terrible, we continued as close to each other as it was possible, without being able to board. In about thirty-six minutes the fore-mast of the William Tell gave way, and at three quarters past six her main-mast shared the same fate. The sails and rigging of the Foudroyant were

A. D. 1800 cut to pieces, and she was for some time ungovernable, and as her stern was towards us, her mizen-mast was divided, and several of her yards were hanging in different directions. In the mean time the *Lion*, which had retired from the engagement for more than an hour, had repaired her damage, and returned to attack us on our larboard. In the state in which the *William Tell* was, I confess I had but little hopes of the issue of so unequal a combat, but the determined resolution of her crew was such, that I was certain she would be dearly purchased by the enemy; besides while the ship was manageable, we were capable of any bold attempt, without dread of the consequences. It was for that reason I ordered Captain Saunier to board the *Foudroyant*, whose fire I perceived had abated. The commander seized the first opportunity that presented itself, and rushing suddenly on her starboard, he crossed her bowsprit. The enemy judging of our intention, manœuvred in order to prevent our boarding; the two vessels nearly touched each other, but could not absolutely meet. The result of this manœuvre was, that the *Foudroyant*, which had already lost her mizen-mast, was terribly mauled both fore and aft, her fore-top-mast had fallen, and she was fain to sheer off with what masts she had standing. During the rest of the engagement she kept at a distance, which did not admit of our boarding her. It was then that Captain Saunier, who had directed the manœuvre with uncommon ability, was severely wounded. He was immediately replaced by Lieutenant Donadieu, an officer of very great merit. From seven o'clock the *William Tell*, having only her mizen and mizen top-mast left, had to engage two ships of the line and a frigate; she answered their fire by both her broadsides, and frequently by her guns a-stern. The rigging had several times taken fire, and had been repeatedly extinguished; several explosions which I had heard on board the enemy's ships, assured me that the same accident had happened to them. Unfortunately the falling of the masts obstructed the working of several of our larboard guns, and we were obliged to be continually throwing water on that side where the ruins of the masts and rigging, which we were unable to remove with sufficient speed, threatened every moment to set fire to the ship. At eight o'clock (and I mention this moment, because I cannot determine what was the state of the guns at the end of the action)

action) there were two destroyed by the enemy's shot, and nineteen dismounted without reckoning those on the quarter deck. As the main-mast had been twice cut, one of the pieces, which was fourteen feet long, lay across the quarter deck, and so entirely obstructed it, that it was impossible to move. Notwithstanding the accident, and the appearance of the blood, which overflowed all the decks, the resolution of the crew seemed to increase; and notwithstanding the united fire of three ships of the line, the defence of the *William Tell*, at half past eight, was still vigorous; at that moment her mizen-mast fell on the starboard side. The whole of that side against which the fire of the *Lion* was directed, was obstructed by the masts. The enemy taking advantage of our embarrassed situation, were able to chuse that which was most convenient for them, while it was impossible for us to avail ourselves of the same advantage. The *Foudroyant* which had received the most of our fire, was unable to haul on our starboard, but the *Lion* was on our larboard quarter, though her sails, rigging, and yards were cut to pieces. At length the *Penelope*, which had received but little damage, headed us, and the *William Tell* received the fire of all the three, without a mast standing, the ship ungovernable, reeling from the violent motion of the waves, which she had no mast or sail to counteract, we were obliged to shut our lower ports, in order to prevent her filling. In this situation it was too evident, not only that it was impossible to save the ship, but that it was out of my power further to injure the enemy. I was sensible, that the men I might lose by a longer resistance, would be the useless victims of a vain obstinacy; upon this conviction, and persuaded that the defence of the *William Tell* had been in every respect truly honourable, I thought it my duty to submit to fortune; and about 35 minutes past nine, after the ship was a wreck, the flag was struck. The *Penelope* was the only ship able to take possession of her, and board her with a sufficient number of sailors to carry her to Syracuse. The enemy did not attempt to conceal the considerable loss they sustained; and from what I have seen, and what I was informed immediately after the affair, it is certain that in this respect, the vanquishers have not been more fortunate than the vanquished. I deem it superfluous to make any encomiums on the conduct of the crew of the *William Tell*; the fact alone of the engagement, and of

A.D. 1800 the three attempts to board, which, notwithstanding the superiority of the enemy, promised success, will sufficiently inform you, citizen minister, what confidence I was justly inspired with by the talents of the captain, the devotion of the officers, and the bravery of the whole crew I had the honour to command.

“ DECRES.”

On the 6th of April, the boats of the Mermaid, Captain Oliver, cut out six vessels, and destroyed three others which had taken shelter under a fort near Cape Corfette.

On the 6th of April, Rear Admiral Duckworth being on a cruize with a small squadron off the Straits, fell in with, and after a short running fight, captured part of a Spanish convoy, with two of the frigates out of three which were escorting them.* They were bound to Lima, and richly laden. The Carmen had on board the Archbishop of Buenos.

In the month of June Rear Admiral Sir Richard Bickerton arrived in the Mediterranean, and was soon after sent by Lord Keith to command the blockade of Cadiz.† Upon his arrival off this port, he gave fresh notice to the foreign consuls residing in that city, that the port of Cadiz continued in a state of blockade.

All neutral vessels going into that harbour unloaded, would pass free and without being searched; but that no loaded ships coming from that port, would be permitted to sail without a passport first obtained from the commander in chief in the Mediterranean.

On the night of the 24th of August, the French frigates

* BRITISH.

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
Leviathan	-	74	{ Rear Ad. Duckworth, Capt. J. Carpenter.
Swiftsure	-	74	
Emerald	-	36	— B. Hallowell.
			— T. M. Waller.

SPANISH.

<i>Ships.</i>		<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Carmen	-	36	340	Don Franquin Porcel, Commodore.
Florentin	-	36	314	Don Manuel Norates.

The Spanish frigates had on board 3000 quintals of quicksilver.

† Appendix, Chap. II. No. 403. Squadron at the blockade of Cadiz.

La

La Justice and La Diane, slipped out of the harbour of Valette, in hopes to escape the vigilance of the British cruisers employed at the blockade of Malta; they were however discovered, pursued, and after a chase of several hours, La Diane, of 42 guns, having on board only 114 men, was taken: La Justice escaped. She was the only vessel remaining which had not been either taken or destroyed of the fleet at Aboukir. A.D.
1800

Capt. W. Ricketts, of the El Corso sloop of war, with the Pigmy cutter, having been sent by Lord Keith to destroy some vessels in the port of Cefenatico, finding it impossible to approach within gun shot of the Mole, on the night of the 26th of August, dispatched Lieutenant John Lucas Yeo, with the boats, to perform this service, which he executed with great judgment and gallantry; destroyed thirteen vessels, five of which were sunk at the mouth of the harbour, and both piers entirely consumed.

That the intent of this enterprize might not be lost on the coast, Captain Ricketts sent in the following note.

“ To the Inhabitants of Cefenatico.

“ The treachery of your municipality, in causing to be arrested an officer with dispatches, has been long known to the British admiral in these seas.

“ The municipality may now sadly know that the severity of judgment, long delayed, is always exemplary.

“ That the innocent suffer with the guilty, though much to be regretted, is the natural feature of war; and the more terrible the infliction on this occasion, the more striking the example should prove to surrounding municipalities.

“ W. RICKETTS.”

On the evening of the 3d of September, Captain T. Louis, of the Minotaur, dispatched the boats of that ship, with those of the Niger, to cut out or destroy two Spanish corvettes, which were lying in Barcelona Roads, which were suspected to be laden with stores, &c. for the relief of Malta. The command of this enterprize was intrusted to Captain Hillyar, of the Niger, and Lieutenant Schomberg, of the Minotaur, who volunteered their services; assisted by Lieutenants Warrond and Lowry, of the Minotaur; Healy, of the Niger; Lieutenant Jewell, of the marines; and Mr. Reid, master.

About

A. D. 1800 About eight o'clock the boats put off from the ship; as they rowed towards the shore, a Swedish vessel was discovered standing into the road, of which circumstance Captain Hillyar availed himself, by putting on board of her a number of his people, and taking the boats in tow, got alongside the corvette about nine o'clock, without being perceived, or the enemy even suspecting that he was in danger of an attack. The alarm was no sooner given, than a heavy fire commenced from the ships, four strong batteries, ten gun boats, two schooners, and shells thrown from the fort of Mount Joui. At ten the corvettes were carried, after a stout resistance, and brought off. They proved to be El Esmeralda and La Paz, each mounting 22 brass guns, about 400 tons, laden with provisions, stores, &c. supposed bound to Batavia, on Dutch account; as several Dutch officers were found on board, and they were to have taken 300 troops of the regiment of Batavian Swiss on board at the island of Majorca.

The loss sustained, amounted to two seamen killed and five wounded belonging to the Niger; Mr. Reid, master of the Minotaur, slightly wounded. La Paz had one killed, and four wounded; Esmeralda, 2 killed and 17 wounded.

The capture of these vessels, under cover of a neutral flag, became a subject of much discussion between the courts of Spain and Sweden, with the other northern states and Great Britain. It was no sooner known at Madrid, than the following circular letter was addressed by the Spanish minister to the foreign ministers at the court of Spain, complaining of the violation of the right of neutral flags.

Circular Letter to the Ambassador and Foreign Ministers to the Court of Spain.

“ Sir,

“ I have the honour to communicate to you a copy of the memorial which the King, my master, has ordered me to send to his minister at Stockholm, in order to be transmitted to the ministry of his Swedish Majesty.

“ The principles which are established in it, and the event which has given rise to it, are of a nature to interest all the commercial nations of Europe, particularly the neutral powers.

“ His Majesty is persuaded that your government will see the affair in the same point of view, and he flatters himself

himself that it will concur in effacing, as much as possible, from the annals of this war an attack so destructive of the confidence and hospitality of which neutral and friendly flags enjoy. A. D. 1800

“ I repeat the assurances of my consideration and esteem, and I am Sir, &c.

“ (Signed) Chevalier D'URQUIJO.”

“ *St. Ildephonso, Sept. 17, 1800.*”

Letter to the Minister of Foreign Affairs of the King of Sweden.

“ Sir,

“ The King, my master, has seen with the greatest indignation, by a report which the Consul of his Swedish Majesty at Barcelona has transmitted to the Captain-General of Catalonia, containing the declaration of Captain Rudbardt, of the Swedish galliot the *Hoffnung*, that on the 4th of September last, in the afternoon, two English ships of the line and a frigate forced the said captain, after having examined and found his papers according to rule, to take on board English officers and a considerable number of sailors, and to suffer himself to be towed at night-fall by several English chalops to the harbour of Barcelona, and under the cannon of its batteries.

“ That the English having reduced the said captain and his crew to silence, by holding a pistol at his breast, got possession of the helm, and made at nine P. M. by means of the said ship and the chalops surrounding it, an attack upon two frigates under the Spanish flag, who were there at anchor, who, not suspecting that this friendly and neutral ship concealed enemies on board, and could be made use of for the most — attack, were taken almost by surprise and forced to surrender.

“ I refer you for the other particulars, and for the violence committed by the English on the Swedish ship, to the declaration of the captain hereunto annexed.

“ The King, my master, could not consider that event but as interesting the rights, and wounding the interests of all the powers of Europe, without excepting England; and above all, as the heaviest insult to the flag of his Swedish Majesty.

“ In fact, it is evident that the belligerent powers, by admitting neutral ships into their harbours and ports, wished to

A.D. 1800 to soften the scourge of war, and to preserve those commercial relations between the people of different nations, which their mutual wants require.

“ Every thing therefore that tends to render the navigation suspected and dangerous, injures in an equal degree the rights and interests of all nations.

“ But in the present case, the rights and honour of the Swedish flag have been violated in so outrageous a manner, that few examples of such a violation can be found in the naval history of Europe.

“ The attack, if it were to remain unpunished, would tend to embroil two friendly powers, annihilate their commercial relations, and cause the flag which should suffer it to be considered as the secret auxiliary of the enemy's powers, and would thus force Spain to take such measures as the interest of his vessels and the security of his ports should command.

“ Yet the King, my master, wishes still to believe that the Swedish captain has not been guilty of the least connivance with the English, and that he yielded only to their force and their great number.

“ Under this supposition, the King has ordered me to lay before his Swedish Majesty, this grievous insult committed against his flag; and not doubting the resentment which he will feel at a procedure equally low and disloyal on the part of some officers of the British navy, he expects that the Court of Stockholm will make to the English Ministry the most serious representations, in order that the officers who have rendered themselves culpable upon this occasion, be punished severely, and that the two Spanish frigates surprized and carried off from the harbour of Barcelona by a stratagem equally contrary to the rights of nations and the rules of war, be immediately restored with their cargoes, as having been illegally surprized by means of a neutral ship, which served as an instrument to the assailants.

“ His Catholic Majesty thinks himself so much the more entitled to consider the success of this reclamation as certain, as the English government even cannot dissemble that its enemies, by following a similar example, might themselves also make use of neutral vessels to infest its harbours, and do in its ports all possible damage.

“ But

“ But if, contrary to all expectation, the steps of his Swedish Majesty, at the Court of London, to obtain reparation for the injury done to his flag, as well as the restitution of the two Spanish frigates, should not have the desired success before the end of this year, his Majesty will be obliged, though with much regret, to adopt, towards the Swedish flag, measures of precaution which shall in future shelter his harbours and ports from an abuse as dangerous and revolting, as that which the English have just committed.

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1800

“ I have the honour to be, &c.

“ Chevalier D'URQUIJO.

St. Ildephonso, Sept. 19, 1800.

Note—The declaration of the Swedish captain gives an historical recital of the transaction.

STATE PAPER.

Note transmitted by the Swedish Ministry to the Minister of his Catholic Majesty at Stockholm, in answer to the Representations of the Spanish Court, dated St. Ildephonso, Sept. 17, 1800.

“ *Drottningholm, October 22, 1800.*

“ His Swedish Majesty has understood with the utmost concern the violence used by some officers of the English navy, towards a merchant ship from Swedish Pomerania, by employing the same in an hostile enterprise against two frigates in the Road of Barcelona. He perfectly accords with his Catholic Majesty, with respect to the light in which this new abuse of power is to be considered, and the common danger which such examples must occasion both to neutral and belligerent powers. His Majesty will therefore immediately make remonstrances to the Court of London, to which he is equally induced by his friendly connections with the Spanish court, and the violation of the neutrality of his flag. In these remonstrances, which will have for their first object the right of the Swedish flag, and of Swedish subjects, His Catholic Majesty will certainly admit it to be right that the King should consider himself as the principal party; but while he attends to his own interests, he will not neglect those of Spain. Justice requires that what has been obtained in an unjustifiable manner should be

A.D. 1800 be restored. His Majesty will demand, but without answering for the consequence of this measure. He will, when it shall be time, make confidential communications to the Spanish court with respect to the dispositions which the English government shall manifest on the subject; but the justice of his Catholic Majesty will undoubtedly leave to him the free choice of the forms and means to be employed in this negotiation, nor attempt to limit any precise time and mode of restitution. Spain and all Europe are acquainted with the long process which Sweden has carried on in London on the subject of restitution; and there can be no reason to expect that speedier justice will be done in a cause which requires restitution to be made to an enemy. In the mean time, his Swedish Majesty cannot consider himself as liable to any kind of responsibility with respect to an affair, to the causes of which he was an entire stranger. According to the statement of the Spanish court itself, it was, under the circumstance in which it took place, not supposed that the Swedish government and nation were involved in it. It would be much to be lamented, should the injustice of a third power be able to break connections which several direct discussions during the present war have not altered. Unfortunate events of this nature have frequently taken place, and seem as if they were peculiar to Spanish ports. A Swedish ship which was taken by the English in the harbour of Passage itself; a second Swedish ship plundered and entirely destroyed by the French in Alicante; and several others taken by French privateers at the entrance of the harbour of Malaga, have occasioned his Swedish Majesty to make friendly representations and remonstrances to the court of Spain, to procure respect and security to the trade of his kingdom. His Majesty would have been happy to have seen the Court of Spain manifest in his favour the same energy with which it now makes complaints: but the fruitlessness of his remonstrances never induced him to pass the bounds of that moderation and candour which should be cultivated by friendly courts, and to which his Majesty trusts the court of Spain will return, when it shall have carefully inquired into the true causes of the different accidents which have occasionally taken place in its ports. The undersigned, Chancellor of the Court, has the honour to make the present representations to the Chevalier de la Huerta, envoy extraordinary from his Catholic

tholic Majesty, as an answer to his communications of the 17th of September, and avails himself with pleasure of the opportunity to express his esteem, &c. .D.A 1800

“ (Signed) VON EHRENHEIM.”

Reply of the Spanish Minister to the Note transmitted to him by the Swedish Minister.

“ Stockholm, December 29, 1800.

“ I have this moment received from my court an answer to the dispatches, in which I communicated the first steps I had taken with his Swedish Majesty, when I had the honour to present my first note on the subject of the outrage of which the English were guilty in the Road of Barcelona,

“ The King, my master, has observed with regret the coldness with which the Swedish court has received the complaint, while it has consigned itself to feeble and indecisive measures, from which it does not even indulge the hope of any advantage. This view of the matter shews the small interest with which Sweden is prepared to act in the business.

“ I cannot conceal from you, Sir, that this inactivity, which is observed in the applications of the court of Sweden to that of London, might afford room to believe that this negotiation will be connected with other objects of private interest, which demand temporising measures, incompatible with that energy and zeal which his Catholic Majesty expected to see displayed by his Swedish Majesty, in regard to an affair, which, as it involves the honour of his flag, would have afforded him an occasion to have proved to Europe the warm part he takes in the interest of the maritime powers, as well as to testify the value he puts upon the good understanding which hitherto has prevailed between the two courts.

“ In pursuance of a new order from my court, I repeat, and formally insist on what I demanded in my last note of the 17th of October. I fondly flatter myself, that his Swedish Majesty will adopt far more active measures than the contents of your note allowed me to hope. It is not probable that you will expose Swedish ships to all the severity of the measures which circumstances require to be exercised against suspected vessels, and whose conduct might be considered as connived at, unless the Swedish court receives

A.D. receives from England the most ample reparation respecting
1800 the affair at Barcelona.

“ I have the honour to be, &c.

(Signed)

“ The CHEV. DE HUERTA.”

The following Note was lately delivered by the Swedish Minister for foreign Affairs, to the Minister of his Prussian Majesty at Stockholm, on the Subject of the Affair at Barcelona.

“ Having stated to the King, the manner in which his Prussian Majesty has viewed the memorial of the court of Spain, on the subject of an insult offered to the Swedish flag by the English; the undersigned chancellor of the court, has been commanded to express to M. de Tarach, the grateful acknowledgments of his Majesty for the constant attention which the court of Berlin has shewn to the interests of the neutral flags, and the full confidence which he reposes in the mode in which they are regarded by that court.

“ The king has viewed with surprise, the public responsibility to which the court of Spain has called Sweden upon this occasion, and the menaces which it has thereto added; notwithstanding all the vexations to which neutral flags have been exposed during the present war, this is the most oppressive proceeding which they have yet experienced. Being thus incessantly placed between the offence and the reparation, they must soon be dragged into a concern in the war, or cease to appear on the seas where it is carried on.

“ These truths involving consequences so important to the other neutral powers, as well as to Sweden, his Swedish Majesty could not, in general, take upon himself any share of responsibility for the improper use which the belligerent powers may make of the Swedish vessels which they may seize upon.

“ This principle appears to his Swedish Majesty so well founded, that he flatters himself the court of Berlin will give it all the support which justice and the common interest appear equally to demand; and it has been hitherto respected amidst all the outrages which have been committed

mitted on both sides, without which the war must have become general. Had the Ottoman porte, Russia, and England, attached such responsibility to all the flags in the port of Alexandria—had they claimed the restitution of Egypt from the respective governments, because their merchant vessels had been compelled to carry French troops to take that country by surprise—and had they used the same forms of application, and insisted on the same peremptory terms and conditions—all commerce, all neutrality must have been at once annihilated. His Majesty, therefore, conceived that the violence offered to the Swedish flag at Barcelona was not to be treated in any other manner than that of which he had previously to complain; and he reserves to himself the privilege of demanding reparation for the injuries done to his subjects or his flag, at such opportunity, and by such means, as his particular situation may afford.

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“ His Majesty, however, ought not to conceal, that, in the present case, the injury, which has thence resulted to a friendly power, gives him so much more uneasiness, as he regards the capture made by the English as very illegal, and he is anxiously desirous of being able, by his representations, to contribute to its restitution.

“ His Majesty will certainly make every exertion to effect an arrangement upon which the continuance of amicable relations between Sweden and Spain is unexpectedly made to depend; but he cannot, at present, take those steps with respect to the two frigates, which he has not hitherto taken with respect to his own convoys, nor give the court of Spain any better hopes than he has himself.

“ The undersigned embraces this occasion, &c.

(Signed)

“ D'EHRENHEIM.”

On the 5th of September, the fortress of Valette, with the whole island of Malta, surrendered to the British arms, after sustaining a blockade of two years.

The blockading squadron* was commanded until the autumn of this year by Captain Alexander John Ball, of the *Alexander*, when the services of that vigilant officer were

* Appendix, Chap. II. No. 404. Blockading squadron, and naval force taken in the harbour of La Valette.

A.D. required on shore;† he was succeeded by Captain George
1800 Martin, who continued with equal perseverance to cut off
all succours from being given to the French.

The following were the Articles of Capitulation agreed upon between General Vaubois, commander in chief of the Isles of Malta and Goza, and Rear Admiral Villeneuve, commanding the Navy at Malta on the one Part; and Major General Pigot, commander of the Troops of his Britannic Majesty and his Allies, and Captain Martin, commanding the Ships of his Britannic Majesty and his Allies, before Malta, of the other Part:

“ Art. I. The garrison of Malta, and of the forts depending upon it, shall march out to be embarked, and carried

† In February, 1801, Captain Ball was appointed commissioner at Gibraltar; upon his leaving Malta, he wrote the following address to the inhabitants, viz.

To the dear MALTESE.

“ The respectable orders of my sovereign, and the wise dispositions of my court, oblige me to serve at a distance from Malta, this well-beloved island. Before I depart from this happy country, and separate myself from you, whom I have always beheld with the eyes of paternal tenderness, I will not, nor cannot refuse to express to you, the just admiration with which you have inspired me in seeing you, for two years and more, not only resist the enemy with the most intrepid courage, but confine and harass them with vigour in their entrenchments. It is with no less veneration that I have observed in you that spirit, superior to all the fatal consequences of the war; and I shall never forget with what constancy you generously endured the want of provisions, the difficulty of obtaining supplies, and the inclemency of the seasons; in a word, that heroic conduct which I have constantly admired in you; the remembrance of which will always be imprinted on my memory, which will always excite my just applause, and which merits that of the most civilized nations.

“ I shall consider it as my duty to testify to you my peculiar gratitude for the tender attachment you have shewn towards me; an attachment in every thing similar to that which I entertain, and shall always entertain for you; an attachment the sole cause of the pain I feel to separate from you. But if any consolation can moderate this pain, it is the conviction that I leave you under the government of a worthy general, who possesses all the necessary qualities for obtaining your love; of a general, who during the siege, having had the honour of having you some time under his command, as well as the other troops, has had an opportunity of knowing your valour, your fidelity, and your obedience, and whom you now know well enough to be able to hope, and to promise to yourselves the enjoyment under his authority of that tranquility, and that happiness which you desire. Receive then the assurance that I shall never cease to love you until I cease to live. Live then happy, my dear Maltese, and always remember your affectionate father and friend.

(Signed)

“ ALEXANDER JOHN BALL.”

The order of St. Ferdinand and of Merit was conferred on Captain Ball, by his Sicilian Majesty, and confirmed by the King, Jan. 7, 1801.

On

ried to Marseilles, at the day and time agreed upon, with A.D. 1800
all the honours of war; that is to say, drums beating, colours flying, matches lighted, with two four pounders before them, with their covered waggon, and a covered waggon of infantry. The civil and military officers of the navy, and every thing relative to that department, shall be also carried to the port of Toulon.

“ Answered.—The garrison shall receive the honours of war required; but as it is impossible that they should all be embarked immediately, the following arrangement shall be resorted to instead. As soon as the capitulation shall be signed, the forts Ricafoli and Tigni shall be delivered up to the troops of his Britannic Majesty, and the ships shall be suffered to enter the ports. The national gate shall be occupied by a guard composed of French and English in equal numbers, until the ships shall be ready to receive the first embarkation; the whole garrison shall then march out with the honours of war to the ships, where they shall lay down their arms. Those who cannot form part of the first embarkation, shall occupy the isle and the fort Manuel, having an armed guard over them, to prevent them from escaping into the adjoining country. The garrison shall be considered as prisoners of war, and are not to serve against his Britannic Majesty until they shall be exchanged, for which the officers respectively shall give their parole. All the artillery, the ammunition, and public magazines, of whatever kind, shall be given up to officers appointed for that purpose, as well as public papers.

“ Art. II. The general of brigade Chanez, commander of the place and the forts, the general of brigade d’Hennezel, commander of artillery and engineers; the officers, inferior officers, and soldiers, by land; the officers, crews, and men employed in the navy; citizen Pierre Alphonso Guys, commissary general of commercial connection with the French republic in Syria and Palestine, now at Malta by accident, the civil and military agents, ordinaries and commissaries of war and navy, civil administrators, members of any of the constituted authorities, shall carry off their arms, their personal property, and their effects of every kind.

“ Ans.—Granted—With the exception of the arms laid down by the soldiers, in conformity with what is provided by the first article.

On the 6th of June, the same year, he was created Baronet of Great Britain.

A.D. 1800 " Art. III. All persons of every country, who have borne arms for the republic, during the siege, shall be considered as part of the garrison.

Answer—Granted.

" Art. IV. The division shall be embarked at the expense of his Britannic Majesty. Every officer or person employed, shall on the passage, receive the same rations, as are by the laws and regulations of the French allotted to them. The officers who are members of the civil administrations shall be put on the same footing, both with respect to themselves and family, as military men of a corresponding rank.

" Answer—Granted—In conformity with the customs of the English navy, which allot the same ration to all ranks and conditions whatever.

" Art. V. The necessary number of waggons and sloops shall be provided, in order to transport and to remove on board of ship the private property of the generals, their aids-de-camp, the ordinaries, and commissaries, chiefs of corps, officers civil and military, &c. Their property and their papers shall not be subject to any search or inspection upon the promise of the general's stipulating that there shall be no public property among them.

Answer—Granted.

" Art. VI. Some vessels belonging to the republic, able to keep the sea, shall depart at the same time with the division, to go to a part of France, after being provided with the necessary provisions.

Answer—Refused.

" VII. The sick who are able to be transported, shall be embarked with the division, and provided with provisions, medicines, surgeons chests, and officers of health, necessary for their cure during the passage. Those who are not able to be transported, shall be treated with the necessary care; the general in chief leaving at Malta a physician and surgeon in the service of France, who shall attend them; they shall be furnished with lodging gratis, if they come out of the hospital, and they shall be sent to France, as soon as their situation will permit, with all that belong to them; and in the same manner as the garrison. The general in chief of the sea and land forces evacuating Malta, intrust them to the honour and humanity of the English general.

Answer—Granted.

" Art.

“ Art. VIII. Every individual, of whatever nation, inhabiting the island of Malta, or the others, shall neither be troubled, nor disturbed, nor molested on account of their political opinions, nor for any part of their conduct during the time that Malta has been in the power of the French government. This article applies principally and in its full extent, to those who have taken arms, or have filled civil, administrative, or military employments. They shall not be called to an account for any thing, much less prosecuted for the acts of their commission. A. D.
1800

“ Answer—This article does not appear capable of being made the object of a military capitulation; but all the inhabitants who shall desire to remain, may be assured of being treated with justice and humanity, and shall enjoy the full protection of the laws.

“ Art. IX. The French who inhabit Malta, and the Maltese of whatever state they may be, who wish to follow the French army, and to go into France with their property, shall be at liberty to do so. Those who have moveables or immoveables, which cannot be immediately sold, and who may have the intention of going to reside in France, shall be allowed six months from the date of the signing of the present capitulation to sell their landed or moveable property. These proprietors shall be respected. They shall act for themselves, if they remain, or by their authorised agent, if they follow the division. When they shall have finished their affairs in the time agreed on, they shall be furnished with passports to go to France, transporting or causing to be transported, the moveables which may remain to them, as well as their capitals in money or bills of exchange, according as it may so happen.

“ Answer—Granted—In the sense of the reply to the preceding article.

“ Art. X. As soon as the capitulation is signed, the English general shall leave entirely to the disposition of the general commanding the French troops, to cause a felucca to depart with the necessary equipage, and an officer charged to carry the capitulation to the French government. The necessary safe conduct shall be granted to him.

Answer—Granted.

“ Art. XI. The articles of the capitulation being signed, there shall be given up to the English general the forts called des Bombes, which shall be occupied by an equal

A.D. 1800 guard of English and French troops. It shall be consigned to this guard not to suffer to pass into the city, either any soldiers of the besieging troops, or any inhabitants of the islands, till the French troops shall be embarked, and out of sight of the port. In proportion as the embarkation goes on, the English troops shall occupy the posts by which the places may be entered. The English general will perceive that these precautions are indispensable, that no dispute may arise on the subject, and that the articles of the capitulation may be religiously observed.

“ Answer—Granted—Conformable to what is provided by the reply to the first article; and all precautions shall be taken to prevent the Maltese troops from approaching the posts occupied by the French troops.

“ Art. XII. All alienations or sales of moveables, or immoveables by the French government during the time it has remained in possession of Malta, and all transactions between individuals shall remain inviolable.

“ Answer—Granted—So far as they shall be just and lawful.

“ Art. XIII. The agents of the allied powers, who shall be in Valetta after the surrender of the place, shall not be disturbed in any thing, and their persons and property shall be secured by the present capitulation.

Answer—Granted—

“ Art. XIV. All ships coming from France, whether of war, or of commerce, which shall enter this port, shall not be considered as prizes, nor the crews made prisoners, for the first twenty days after the date of this capitulation, but they shall be sent back to France.

Answer—Refused—

“ Art. XV. The commander in chief and the other generals, shall be embarked with their aids-de camp, and the officers attached to their suite, without being separated.

“ Answer—Granted.

“ Art. XVI. The prisoners made during the siege, including the crews of the William Tell and the Diana, shall be considered as part of the garrison; and the same regulation to extend to the crew of La Justice, if she should be taken before she reaches any of the ports of the republic.

“ Answer—The crew of the William Tell is already exchanged,

exchanged, and that of the *Diana* will be taken to Minorca, in order to be exchanged immediately. A. D. 1800

“ Art. XVII. All the property which belongs to the republic, shall not be subject to reprisal of any sort, under any pretext whatsoever.

“ Answer—Granted.

“ Art. XVIII. If any difficulty shall arise upon the conditions of the capitulation, they shall be interpreted in the most favourable manner for the garrison.

“ Answer—Granted—According to justice.

“ Executed at Malta, on the 5th of September, 1800.

(Signed)

VAUBOIS, General of Division.

VILLENEUVE, Rear Admiral.

PIGOT, Major General.

Captain MARTIN, Commander of the ships of his Britannic Majesty, and those of his allies, before Malta.

On the 13th, Vice Admiral Lord Keith arrived with the fleet at Gibraltar, accompanied by several transports having on board upwards of 10,000 troops commanded by General Sir Ralph Abercrombie. This armament was joined by other transports with troops, under Sir James Pulteney. The whole amounted to between 18,000 and 20,000 men.

The fleet and transports having sailed from Gibraltar, anchored between Tetuan and Ceuta; and on the 3d of October got under sail and passed the Straits.* On the 4th, it entered the bay of Cadiz, and anchored between it and St. Pietri. An arrangement and disposition was immediately made for the landing of the troops, in order to proceed to the attack of the town of Cadiz, and the forts in its vicinity.

A violent epidemic disease at this time raging in Cadiz, the governor represented the miserable situation of its inhabitants to the general and admiral, communicated to them by a flag of truce bearing the following letter,

* Appendix, Chap. II. No. 405.

A. D.
1800*To the English Admiral.*

“ The affliction which carries off in this city and its environs thousands of victims, and which threatens not to suspend its ravages until it has cut off all who have hitherto escaped, being calculated to excite compassion; it is with surprize that I see the Squadron under the command of your excellency, come to augment the consternation of the Inhabitants. I have too exalted an opinion of the humanity of the English people, and of yours in particular, to think that you would wish to render our condition more deplorable. However, if in consequence of the orders your excellency has received, you are inclined to draw down upon yourself the execration of all nations, to cover yourself with disgrace in the eyes of the whole universe, by oppressing the unfortunate, and attacking those who are supposed to be incapable of defence; I declare to you, that the garrison under my orders, accustomed to behold death with a serene countenance, and to brave dangers much greater than all the perils of war, know how to make a resistance, which shall not terminate, but with their entire destruction.

“ I hope that the answer of your excellency will inform me, whether I am to speak the language of consolation to the unfortunate inhabitants, or whether I am to rouse them to indignation and vengeance.

“ May God preserve your Excellency,

Oct. 5, 1800.

“ THOMAS DE MERLA.”

“ The vessels employed in the blockade have not, till now, prevented the fishers from exercising their harmless industry. It must excite astonishment, that your excellency should deprive us of this small comfort.”

Answer

Answer to the above, by the Commanders of the Sea and Land Forces, of his Britannic Majesty, forming the Expedition before Cadiz.

A. D.
1800

*On board his Britannic Majesty's Ship
Foudroyant, off Cadiz, Oct. 5.*

" We have had the honour of receiving your excellency's letter of this date, in which you describe to us the deplorable state of this city.

" We are deeply afflicted at the calamity, though we have good reason to believe that its effects have been much less disastrous.

" We are not ignorant that a great number of his Catholic Majesty's vessels are armed, in order to join the naval forces of the French, and to be employed in prolonging the troubles which afflict all the nations of Europe, disturb public order, and destroy the happiness of individuals. We have received orders from our sovereign, to use every effort to defeat the projects of the common enemy, by endeavouring to take or destroy the ships of war which are in the harbour and arsenal of Cadiz.

" The number of troops entrusted to our command, leaves but little doubt as to the success of the enterprize. We are little disposed to multiply unnecessarily the evils inseparable from war.

" Should your excellency consent to give up to us the vessels armed or arming, in order to act against our King and to prolong the misfortunes of neighbouring nations, your crews and officers shall be at liberty, and our fleet shall withdraw; otherwise we must act conformably to the orders which have been given to us, and your excellency cannot attribute to any other than yourself the additional evils which you fear.

" We have the honour to be with respect, &c.

" R. ABERCROMBIE,
" KEITH.

" A frigate will remain in the harbour to wait for the answer of your Excellency, that there may be no delay."

Don

A.D.
1800

Don Merla's Reply.

" When I represented to your Excellencies the melancholy condition of this city, with the view of engaging your humanity not to aggravate it by acts of hostility, I could not have supposed that my request would have been regarded as the effect of fear or weakness.

" Unfortunately, I find that your Excellencies have misinterpreted my expressions, since they have led to a proposal as insulting to the person to whom it is addressed, as it is but little honourable to those who have made it. Your Excellencies will take this as sufficient information, that you must make more suitable propositions, if you intend that they shall be accepted.

" I have the honour to be, &c.

" THOMAS DE MERLA."

In consequence of the above correspondence, it was considered by the admiral and general proper to relinquish the expedition, lest the contagion should spread among the troops, which would have even in the event of success in the reduction of Cadiz, totally frustrated the object of the further execution of their instructions.

The troops which were already in the boats, were ordered back to their respective transports, and the fleet sailed for Gibraltar; where, on the 16th, it experienced a heavy gale of wind, fortunately without doing any other mischief than the loss of a few anchors and cables, top-masts, &c.

On the morning of the 28th of October, the boats of the Phaeton frigate, under the command of Lieutenant Beaufort and Huish, assisted by Lieutenant Duncan Campbell of the marines, boarded, and after an obstinate resistance, carried and brought out from under the fortrefs at Fangerolla, the San Josef Spanish armed ship, mounting 14 guns, completely found in small arms of every kind, and manned by 49 seamen, and 22 soldiers. In this conflict one man was killed; Lieutenant Beaufort wounded in the head, several flugs through his left arm and body; Lieutenant Campbell, several slight sabre wounds; Mr. Hamilton, midshipman, shot through the thigh, and one seamen, wounded. The enemy had 13 badly wounded.

In this month Leghorn, and the whole of Tuscany, again fell under the dominion of France.

On

On the night of the 23d of November, the crew of the Albanese bomb ketch rose upon Captain Newcombe, and having secured him and his officers, carried the vessel into Malaga.* A. D. 1800

On the 9th of December, the Sir Thomas Paisley armed brig of 16 guns, commanded by Lieutenant Nevin, was captured, after a very gallant resistance of two hours and a half, off Ceuta, and carried into Algeiras by a Spanish gun vessel of superior force. Mr. Nevin was wounded in three places, his master badly wounded, three men killed and eight wounded.

EVENTS IN EGYPT..

In the month of December, 1799, proposals were made by General Kleber† for the evacuation of Egypt; and it was agreed by him and the Grand Vizier, that the conferences should be held on board the Tigre. Accordingly, on the 21st of the above month, General Desaix and M. Pouffielgue, who had been appointed by General Kleber, plenipotentiaries, repaired on board the Tigre, and opened the conferences with Sir Sidney Smith, to whom the Grand Vizier had given power to treat. A gale of wind forced the ship to sea, where she continued 18 days; at her return, the plenipotentiaries were landed.

During their continuance on board the Tigre, the follow-

* See Captain Newcombe's court martial, occurrences Mediterranean, in the following year.

† On the 24th of August, 1799, Bonaparte left Egypt on his return to France; he was accompanied by General Berthier, Lannes, and Murat, generals of division; Marmont, general of brigade; Andreossi, general of artillery; the chief of brigade, Bessieres, who commanded the guides; the three philosophers, Bertholet, Monge, and Arnaud.

He left a letter for General Kleber, assigning his reasons for having so abruptly quitted the army, and appointing him commander in chief.

On the 13th of September Bonaparte arrived at Ajaccio, in the island of Corsica; and on the 7th of October reached Fréjus Bay, near Toulon, having narrowly escaped the pursuit of some British cruizers, which chased for some hours the ship in which he was embarked. It is said, that in a council held when pursued, whether they should sail back to Corsica, or attempt to make the coast of France, Bonaparte said, "Be not alarmed, fortune will not abandon me, let us make directly for the coast."

A. D. ing propositions were made by the French plenipotentiaries to Sir Sidney Smith, for the evacuation of Egypt.
1800

“ 1st. That the Porte restore to France all possessions which she may have taken from her during the war.

“ 2d. That the relations between the Ottoman Empire and the French Republic, be re-established on the same footing as before the war.

“ 3. That the French army evacuate Egypt, with arms and baggage, whenever the necessary means for such evacuation shall have been procured, and to withdraw to the ports which shall be agreed upon.

“ *On board the Tigre, 8th Nivose, year 8th,*
(29th December, 1799.)

“ *POUSSIELGUE and DESAIX.*

“ (A true copy) *SIDNEY SMITH.*”

Sir Sidney Smith, in answer, communicated the reply which he intended to lay before the Grand Vizier for his consideration, previous to its being laid before the French plenipotentiaries in due form.

Note delivered to the French Commissioners, in answer to their Note of the 29th of December, approved by the Grand Vizier.

“ The Porte not having been the aggressive party in this war; and it having neither entertained views of aggrandizement, or of continuing the war, whenever she should have sufficient security for her existence, independence, and tranquillity, agreeably to the 8th article of the treaty of Great Britain, signed on the 5th of January, 1799; she has no objection to restoring things upon the same footing on which they were previously to the first attack by the French.

“ 2d. French Commissioners sent by General Kleber, not having full powers from the French government to conclude a peace, they cannot of course neither stipulate any thing in her name, nor conclude a definitive treaty of peace. But to answer meanwhile to the first proposals made by the French army, the Porte hesitates not, respecting her former connections with France, to express her concern on her having been forced, by being attacked, to arm in her own defence.

defence. As the conquest of Egypt has hitherto been an obstacle to a general peace, the evacuation of the country must necessarily lead towards its being effected. The Sublime Porte, on her part, will endeavour, by every means in her power, to contribute to a general peace, by sending a minister plenipotentiary to any congress that may be held on the subject. On that account the whole world will be indebted to the moderation of General Kleber, and the army under his command.

“ 3. England’s guarantee of the Ottoman dominions, seems not to require a formal renewal, the treaty of the 5th of January being merely expressive of a former reciprocity of interests, which had regulated the behaviour of both powers against each other for many years, which continues to exist, and which naturally tends to consolidate their mutual relations and security.

“ 4. Though measures have been taken for surrounding the French army on all sides, yet its bravery, courage, and fame, remaining all unconquered, give them full right to believe that they may yet be able to resist for some time; they are therefore by no means in a situation that should oblige them to capitulate; they are fully entitled to retain their arms and baggage. The means to enable them to evacuate Egypt shall be procured to them. The ports of their destination cannot be any other but French; and such shall only be chosen as are subject to quarantine, which the security of France, and of all Europe, requires.

“ *On board the Tigre off Cape Carmel,*
30th of December, 1799.”

“ (Signed) SIDNEY SMITH.”

From the precarious situation of the French army, it was then judged necessary by General Kleber to hasten the termination of the negotiation, which was at length concluded, and signed on the 24th of January. By this convention it was stipulated, that the French army, with all its stores, artillery, baggage, &c. with the ships of war and transports at Alexandria, should be permitted to return to France unmolested by the allied powers. Upon Lord Keith’s receiving the articles of the above convention, he dispatched the following letter to General Kleber:

“ *Queen*

A. D.
1800*“ Queen Charlotte, Feb. 8, 1800.**“ Sir,*

“ I inform you, that I have received positive orders from his Majesty to consent to no capitulation with the French army under your command in Egypt and Syria, unless it lays down its arms, and surrenders itself prisoners of war, abandoning all the ships and the stores in the port and citadel of Alexandria to the allied powers; and that in case of such capitulation, I am not at liberty to allow any troops to return to France before they are exchanged.

“ I think it also proper to inform you, that all ships having French troops on board, and sailing from that country, furnished with passports signed by others than those that have a right to grant them, will be forced by the officers of the ships which I command, to remain at Alexandria. In short, the vessels which shall be met returning to Europe with passports granted in consequence of a separate treaty with any of the allied powers, shall be detained as prizes, and all persons on board considered as prisoners of war.

“ (Signed) KEITH.”

This letter was given out in public orders to the French army, with the following remark from General Kleber.

“ Soldiers! we know how to reply to such insolence—prepare for battle!”

*“ (Signed) KLEBER, the General of Division,
Chief of the Staff.*

“ (Signed) DAMAS.”

The French instantly recommenced hostilities, and gained several advantages over the Turks; shortly after orders arrived from the British government to accede to the convention of El Arisch; but the French having made themselves masters of all the strong posts throughout the country, were resolved to persevere in their original object, by endeavouring to complete the conquest of Egypt.

LETTERS RELATIVE TO EGYPT.

*Letter from the Russian Ambassador to Sir W. S. Smith.**Constantinople, Nov. 2, 1799.*

*“ The Letters of the French General in Egypt to the Grand Vizier, having made the latter conceive the idea of
endeavouring*

endeavouring to make them evacuate Egypt by the way of capitulation, the ministry here have requested from me the passports necessary for the safe return of the French troops to France, should the capitulation be really effected. I have thought it my duty to comply with the wishes of the Porte; and I have the honour of transmitting to you, inclosed, a copy of one of these passports.

"I at the same time informed the Dragoman Frankini, when I ordered him to fill up these passports, that the capitulation, as well as the execution of it, could not have full effect without your concurrence and approbation; and that if any objections were made to my passports, it may be thrown aside, as your's alone would be equally respected by the ships of his Majesty, the Emperor, my master.

"(Signed) M. TAMAIN."

Letter from General KLEBER to Citizen POUSSIELGUE.

"Head Quarters at Cairo, 7th Ventose,
(Feb. 26, 8th Year.)

"I received your letter from Rosetta, dated the 2d of this month: I had already foreseen what had already taken place before Alexandria with the commandant of the new cruizers, and I immediately informed Mustapha Pacha of it. I expect the courier to return this day, and his answer will determine the nature of the official note, which I propose to send to him to morrow. As I do not see in this business but a misconception, arising from the command of the Mediterranean fleet having passed into other hands, I shall take advantage of the delay which this circumstance will necessarily occasion in our evacuation, to prolong my stay at Kahira and in the Delta, for the English government certainly means no more harm in all this than the Grand Vizier.

"(Signed) KLEBER."

Letter from Sir SIDNEY SMITH to Citizen POUSSIELGUE.

"On board the Tigre, March 8th, 1800.

"I lost not a moment to repair to Alexandria as soon as I could complete the provisioning of my ships, in order

A.D. 1800 be restored. His Majesty will demand, but without answering for the consequence of this measure. He will, when it shall be time, make confidential communications to the Spanish court with respect to the dispositions which the English government shall manifest on the subject; but the justice of his Catholic Majesty will undoubtedly leave to him the free choice of the forms and means to be employed in this negotiation, nor attempt to limit any precise time and mode of restitution. Spain and all Europe are acquainted with the long process which Sweden has carried on in London on the subject of restitution; and there can be no reason to expect that speedier justice will be done in a cause which requires restitution to be made to an enemy. In the mean time, his Swedish Majesty cannot consider himself as liable to any kind of responsibility with respect to an affair, to the causes of which he was an entire stranger. According to the statement of the Spanish court itself, it was, under the circumstance in which it took place, not supposed that the Swedish government and nation were involved in it. It would be much to be lamented, should the injustice of a third power be able to break connections which several direct discussions during the present war have not altered. Unfortunate events of this nature have frequently taken place, and seem as if they were peculiar to Spanish ports. A Swedish ship which was taken by the English in the harbour of Passage itself; a second Swedish ship plundered and entirely destroyed by the French in Alicante; and several others taken by French privateers at the entrance of the harbour of Malaga, have occasioned his Swedish Majesty to make friendly representations and remonstrances to the court of Spain, to procure respect and security to the trade of his kingdom. His Majesty would have been happy to have seen the Court of Spain manifest in his favour the same energy with which it now makes complaints: but the fruitlessness of his remonstrances never induced him to pass the bounds of that moderation and candour which should be cultivated by friendly courts, and to which his Majesty trusts the court of Spain will return, when it shall have carefully inquired into the true causes of the different accidents which have occasionally taken place in its ports. The undersigned, Chancellor of the Court, has the honour to make the present representations to the Chevalier de la Huerta, envoy extraordinary from his Catholic

tholic Majesty, as an answer to his communications of the 17th of September, and avails himself with pleasure of the opportunity to express his esteem, &c. .D.A 1800

“ (Signed) VON EHRENHEIM.”

Reply of the Spanish Minister to the Note transmitted to him by the Swedish Minister.

“ Stockholm, December 29, 1800.

“ I have this moment received from my court an answer to the dispatches, in which I communicated the first steps I had taken with his Swedish Majesty, when I had the honour to present my first note on the subject of the outrage of which the English were guilty in the Road of Barcelona,

“ The King, my master, has observed with regret the coldness with which the Swedish court has received the complaint, while it has confined itself to feeble and indecisive measures, from which it does not even indulge the hope of any advantage. This view of the matter shews the small interest with which Sweden is prepared to act in the business.

“ I cannot conceal from you, Sir, that this inactivity, which is observed in the applications of the court of Sweden to that of London, might afford room to believe that this negotiation will be connected with other objects of private interest, which demand temporising measures, incompatible with that energy and zeal which his Catholic Majesty expected to see displayed by his Swedish Majesty, in regard to an affair, which, as it involves the honour of his flag, would have afforded him an occasion to have proved to Europe the warm part he takes in the interest of the maritime powers, as well as to testify the value he puts upon the good understanding which hitherto has prevailed between the two courts.

“ In pursuance of a new order from my court, I repeat, and formally insist on what I demanded in my last note of the 17th of October. I fondly flatter myself, that his Swedish Majesty will adopt far more active measures than the contents of your note allowed me to hope. It is not probable that you will expose Swedish ships to all the severity of the measures which circumstances require to be exercised against suspected vessels, and whose conduct might be considered as connived at, unless the Swedish court receives

A.D. receives from England the most ample reparation respecting
1800 the affair at Barcelona.

“ I have the honour to be, &c.

(Signed)

“ The CHEV. DE HUERTA.”

The following Note was lately delivered by the Swedish Minister for foreign Affairs, to the Minister of his Prussian Majesty at Stockholm, on the Subject of the Affair at Barcelona.

“ Having stated to the King, the manner in which his Prussian Majesty has viewed the memorial of the court of Spain, on the subject of an insult offered to the Swedish flag by the English; the undersigned chancellor of the court, has been commanded to express to M. de Tarach, the grateful acknowledgments of his Majesty for the constant attention which the court of Berlin has shewn to the interests of the neutral flags, and the full confidence which he reposes in the mode in which they are regarded by that court.

“ The king has viewed with surprise, the public responsibility to which the court of Spain has called Sweden upon this occasion, and the menaces which it has thereto added; notwithstanding all the vexations to which neutral flags have been exposed during the present war, this is the most oppressive proceeding which they have yet experienced. Being thus incessantly placed between the offence and the reparation, they must soon be dragged into a concern in the war, or cease to appear on the seas where it is carried on.

“ These truths involving consequences so important to the other neutral powers, as well as to Sweden, his Swedish Majesty could not, in general, take upon himself any share of responsibility for the improper use which the belligerent powers may make of the Swedish vessels which they may seize upon.

“ This principle appears to his Swedish Majesty so well founded, that he flatters himself the court of Berlin will give it all the support which justice and the common interest appear equally to demand; and it has been hitherto respected amidst all the outrages which have been committed

mitted on both sides, without which the war must have become general. Had the Ottoman porte, Russia, and England, attached such responsibility to all the flags in the port of Alexandria—had they claimed the restitution of Egypt from the respective governments, because their merchant vessels had been compelled to carry French troops to take that country by surprise—and had they used the same forms of application, and insisted on the same peremptory terms and conditions—all commerce, all neutrality must have been at once annihilated. His Majesty, therefore, conceived that the violence offered to the Swedish flag at Barcelona was not to be treated in any other manner than that of which he had previously to complain; and he reserves to himself the privilege of demanding reparation for the injuries done to his subjects or his flag, at such opportunity, and by such means, as his particular situation may afford.

A.D.
1800

“ His Majesty, however, ought not to conceal, that, in the present case, the injury, which has thence resulted to a friendly power, gives him so much more uneasiness, as he regards the capture made by the English as very illegal, and he is anxiously desirous of being able, by his representations, to contribute to its restitution.

“ His Majesty will certainly make every exertion to effect an arrangement upon which the continuance of amicable relations between Sweden and Spain is unexpectedly made to depend; but he cannot, at present, take those steps with respect to the two frigates, which he has not hitherto taken with respect to his own convoys, nor give the court of Spain any better hopes than he has himself.

“ The undersigned embraces this occasion, &c.

(Signed)

“ D'EHRENHEIM.”

On the 5th of September, the fortress of Valette, with the whole island of Malta, surrendered to the British arms, after sustaining a blockade of two years.

The blockading squadron* was commanded until the autumn of this year by Captain Alexander John Ball, of the *Alexander*, when the services of that vigilant officer were

* Appendix, Chap. II. No. 404. Blockading squadron, and naval force taken in the harbour of La Valette.

A.D. required on shore;† he was succeeded by Captain George
1800 Martin, who continued with equal perseverance to cut off
all succours from being given to the French.

The following were the Articles of Capitulation agreed upon between General Vaubois, commander in chief of the Isles of Malta and Goza, and Rear Admiral Villeneuve, commanding the Navy at Malta on the one Part; and Major General Pigot, commander of the Troops of his Britannic Majesty and his Allies, and Captain Martin, commanding the Ships of his Britannic Majesty and his Allies, before Malta, of the other Part:

“ Art. I. The garrison of Malta, and of the forts depending upon it, shall march out to be embarked, and carried

† In February, 1801, Captain Ball was appointed commissioner at Gibraltar; upon his leaving Malta, he wrote the following address to the inhabitants, viz.

To the dear MALTESE.

“ The respectable orders of my sovereign, and the wise dispositions of my court, oblige me to serve at a distance from Malta, this well-beloved island. Before I depart from this happy country, and separate myself from you, whom I have always beheld with the eyes of paternal tenderness, I will not, nor cannot refuse to express to you, the just admiration with which you have inspired me in seeing you, for two years and more, not only resist the enemy with the most intrepid courage, but confine and harass them with vigour in their entrenchments. It is with no less veneration that I have observed in you that spirit, superior to all the fatal consequences of the war; and I shall never forget with what constancy you generously endured the want of provisions, the difficulty of obtaining supplies, and the inclemency of the seasons; in a word, that heroic conduct which I have constantly admired in you; the remembrance of which will always be imprinted on my memory, which will always excite my just applause, and which merits that of the most civilized nations.

“ I shall consider it as my duty to testify to you my peculiar gratitude for the tender attachment you have shewn towards me; an attachment in every thing similar to that which I entertain, and shall always entertain for you; an attachment the sole cause of the pain I feel to separate from you. But if any consolation can moderate this pain, it is the conviction that I leave you under the government of a worthy general, who possesses all the necessary qualities for obtaining your love; of a general, who during the siege, having had the honour of having you some time under his command, as well as the other troops, has had an opportunity of knowing your valour, your fidelity, and your obedience, and whom you now know well enough to be able to hope, and to promise to yourselves the enjoyment under his authority of that tranquility, and that happiness which you desire. Receive then the assurance that I shall never cease to love you until I cease to live. Live then happy, my dear Maltese, and always remember your affectionate father and friend.

(Signed)

“ ALEXANDER JOHN BALL.”

The order of St. Ferdinand and of Merit was conferred on Captain Ball, by his Sicilian Majesty, and confirmed by the King, Jan. 7, 1801.

On

ried to Marseilles, at the day and time agreed upon, with all the honours of war; that is to say, drums beating, colours flying, matches lighted, with two four pounders before them, with their covered waggon, and a covered waggon of infantry. The civil and military officers of the navy, and every thing relative to that department, shall be also carried to the port of Toulon. A.D. 1800

“ Answered.—The garrison shall receive the honours of war required; but as it is impossible that they should all be embarked immediately, the following arrangement shall be resorted to instead. As soon as the capitulation shall be signed, the forts Ricafoli and Tigni shall be delivered up to the troops of his Britannic Majesty, and the ships shall be suffered to enter the ports. The national gate shall be occupied by a guard composed of French and English in equal numbers, until the ships shall be ready to receive the first embarkation; the whole garrison shall then march out with the honours of war to the ships, where they shall lay down their arms. Those who cannot form part of the first embarkation, shall occupy the isle and the fort Manuel, having an armed guard over them, to prevent them from escaping into the adjoining country. The garrison shall be considered as prisoners of war, and are not to serve against his Britannic Majesty until they shall be exchanged, for which the officers respectively shall give their parole. All the artillery, the ammunition, and public magazines, of whatever kind, shall be given up to officers appointed for that purpose, as well as public papers.

“ Art. II. The general of brigade Chanez, commander of the place and the forts, the general of brigade d’Hennezel, commander of artillery and engineers; the officers, inferior officers, and soldiers, by land; the officers, crews, and men employed in the navy; citizen Pierre Alphonso Guys, commissary general of commercial connection with the French republic in Syria and Palestine, now at Malta by accident, the civil and military agents, ordinaries and commissaries of war and navy, civil administrators, members of any of the constituted authorities, shall carry off their arms, their personal property, and their effects of every kind.

“ Ans.—Granted—With the exception of the arms laid down by the soldiers, in conformity with what is provided by the first article.

On the 6th of June, the same year, he was created Baronet of Great Britain.

A.D. 1800 " Art. III. All persons of every country, who have borne arms for the republic, during the siege, shall be considered as part of the garrison.

Answer—Granted.

" Art. IV. The division shall be embarked at the expense of his Britannic Majesty. Every officer or person employed, shall on the passage, receive the same rations, as are by the laws and regulations of the French allotted to them. The officers who are members of the civil administrations shall be put on the same footing, both with respect to themselves and family, as military men of a corresponding rank.

" Answer—Granted—In conformity with the customs of the English navy, which allot the same ration to all ranks and conditions whatever.

" Art. V. The necessary number of waggons and sloops shall be provided, in order to transport and to remove on board of ship the private property of the generals, their aids-de-camp, the ordinaries, and commissaries, chiefs of corps, officers civil and military, &c. Their property and their papers shall not be subject to any search or inspection upon the promise of the general's stipulating that there shall be no public property among them.

Answer—Granted.

" Art. VI. Some vessels belonging to the republic, able to keep the sea, shall depart at the same time with the division, to go to a part of France, after being provided with the necessary provisions.

Answer—Refused.

" VII. The sick who are able to be transported, shall be embarked with the division, and provided with provisions, medicines, surgeons chests, and officers of health, necessary for their cure during the passage. Those who are not able to be transported, shall be treated with the necessary care; the general in chief leaving at Malta a physician and surgeon in the service of France, who shall attend them; they shall be furnished with lodging gratis, if they come out of the hospital, and they shall be sent to France, as soon as their situation will permit, with all that belong to them; and in the same manner as the garrison. The general in chief of the sea and land forces evacuating Malta, intrust them to the honour and humanity of the English general.

Answer—Granted.

" Art.

“ Art. VIII. Every individual, of whatever nation, inhabiting the island of Malta, or the others, shall neither be troubled, nor disturbed, nor molested on account of their political opinions, nor for any part of their conduct during the time that Malta has been in the power of the French government. This article applies principally and in its full extent, to those who have taken arms, or have filled civil, administrative, or military employments. They shall not be called to an account for any thing, much less prosecuted for the acts of their commission. A. D.
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“ Answer—This article does not appear capable of being made the object of a military capitulation; but all the inhabitants who shall desire to remain, may be assured of being treated with justice and humanity, and shall enjoy the full protection of the laws.

“ Art. IX. The French who inhabit Malta, and the Maltese of whatever state they may be, who wish to follow the French army, and to go into France with their property, shall be at liberty to do so. Those who have moveables or immoveables, which cannot be immediately sold, and who may have the intention of going to reside in France, shall be allowed six months from the date of the signing of the present capitulation to sell their landed or moveable property. These proprietors shall be respected. They shall act for themselves, if they remain, or by their authorised agent, if they follow the division. When they shall have finished their affairs in the time agreed on, they shall be furnished with passports to go to France, transporting or causing to be transported, the moveables which may remain to them, as well as their capitals in money or bills of exchange, according as it may so happen.

“ Answer—Granted—In the sense of the reply to the preceding article.

“ Art. X. As soon as the capitulation is signed, the English general shall leave entirely to the disposition of the general commanding the French troops, to cause a felucca to depart with the necessary equipage, and an officer charged to carry the capitulation to the French government. The necessary safe conduct shall be granted to him.

Answer—Granted.

“ Art. XI. The articles of the capitulation being signed, there shall be given up to the English general the forts called des Bombes, which shall be occupied by an equal

A.D. 1800 During the blockade of Genoa, the city and Mole were frequently bombarded by the British flotilla; in one of these attacks, Captain Philip Beaver, of the *Aurora*, who was entrusted by Lord Keith, with the command of it, in a most spirited and gallant manner, under a smart fire of cannon and musquetry from the moles, and enemy's armed vessels, attacked, boarded, carried, and brought off their largest galley, *La Prima*, of 50 oars, and 257 men armed, mounted with two brass 36 pounders, and 30 brass swivels in her hold. Only four men were wounded in performing this service.

On the 21st of March, Captain Austen, in the *Petterell* sloop of war, stood into the bay of Marseilles; and within six miles of the town, most gallantly attacked a ship, brig, and xebecque corvettes belonging to the French republic; drove on shore the ship and xebecque, and brought off the brig, without sustaining any loss in men, and but little damaged in the rigging, &c. although at one time within a cable's length of the shore exposed to two batteries.

The *Ligurienne* brig taken, was mounted with 16 guns and 104 men, commanded by a Lieutenant de Vaisseau, who with one seaman was killed; and two wounded. This vessel was built on a peculiar plan, being fastened throughout with screw bolts, so as to be taken to pieces and set up again with ease.

The prisoners informed Captain Austen, that the ship was *Le Cerf*, mounting 14 guns, and the xebecque *Le Joillet* of 6 guns.

The important fortress of Savona, was obliged to surrender, being reduced to famine on the 16th of May. The blockade of this place was intrusted to Captain Downman of the *Santa Dorothea*, who with Captain Settimo of the Neapolitan brig *Strombolo*, and Lieutenant Jackson, acting captain of the *Camelion*, executed it with much perseverance and activity.

Captain Manley Dixon, being stationed off Malta, with a squadron of ships of war,* in order to prevent succours

* Ships.	Guns.	Commanders.
Lion, -	64	Capt. Manley Dixon.
Foudroyant,	80	— Sir Ed. Berry.
Alexander,	74	Lieut. Harrington, acting.
Penelope, -	32	— H. Blackwood.
Minorca, (brig)	16	— Geo. Miller.
Vincego, -	—	— Geo. Long.
—	—	— Broughton.

being

being thrown in, or any of the enemy's ships of war A.D. escaping out of the ports. On the night of the 30th of 1800 March, Captain Dixon, for the purpose of observing the enemy's motions more narrowly, directed Captain Blackwood, in the *Penelope*, to stand close in to the *Valette*. About midnight, an enemy's ship was descried by him, when the *Minorca* was sent to inform Captain Dixon of it; Captain Blackwood making also the necessary signals, and giving chase himself. The squadron which was at anchor, instantly cut or slipped their cables, and went in pursuit under a press of sail; guided solely by the cannonading of the *Penelope*. At day-break the *Lion* had arrived within gun shot of the chase, and the *Penelope* was observed to be within musquet shot, raking her, the effects of whose well directed fire during the night, had shot away her main and mizen top-masts and main-yard; the enemy appeared in great confusion, being reduced to his head sails, going with the wind on the quarter.

The *Lion* was run close alongside; the yard-arms of both ships being just clear, when a destructive broadside of three round shot in each gun was poured in, luffing up across the bow, when the enemy's jib-boom passed between the main and mizen shrouds; after a short interval the boom was carried away, and the ships disentangled; Captain Dixon's object was to prevent either being boarded, or exposing himself to the powerful broadside of the enemy; he therefore maintained his position across her bow, firing to great advantage; whilst she could only return with her bow chasers and musquetry, which was prodigious, being full of troops. In about fifty minutes after the engagement began, the *Foudroyant* came up under a press of canvas, and hailed the enemy to strike, which being declined, a most gallant and furious action ensued, the *Lion* and *Penelope* frequently doing great execution; in about an hour and a half, the enemy being completely dismasted, struck.

She proved to be the *Guillaume Tell*, of 86 guns, and 1000 men, bearing the flag of Rear Admiral Decres, the only remaining ship of the French fleet which was in the action of the 1st of August, 1798.

On this ship's arrival in England her name was changed to the *Malta*.

The *Foudroyant* had 8 men killed, and 61 wounded.

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The Lion, 7 killed, and 38 wounded.

The Penelope, 2 killed, and 2 wounded.

Captain Sir Edward Berry* was slightly wounded, but did not quit the deck; Lieutenant A. Blare, Philip Bridge, boatswain, Edward West, Grenville Proby, Thomas Cole, midshipmen, wounded.

Lion—Mr. Hugh Roberts, midshipman, killed; Mr. Alexander Hood, wounded.

Penelope—Mr. Damerel, master, killed; Mr. Silthorpe, midshipman, wounded.

The French account of this Action, sent by Vice Admiral Decres, to the Minister of the Marine and the Colonies.

1st Floreal, 8th Year.

“ Citizen Minister,

“ I have the misfortune to transmit to you, an account of the capture of the ship William Tell, commanded by Captain Saunier, and on board of which I had recently hoisted my flag. It was on the 8th Germinal, at eleven o'clock at night, when the ship left the port, the moon had gone down about an hour; scudding before the wind, she had already doubled a part of the enemy's fleet, when she was recognized by a frigate, which immediately pursued her, at the same time firing her guns in order to point out the chace, and bring up the enemy's ships. It was the Penelope of 44 guns, which unfortunately gained ground of the William Tell; she gained so fast upon her, that at one o'clock on the morning of the 9th, she was near enough to fire right into her stern. The William Tell returned the fire from her stern chasers; her shot several times struck the Penelope, but did not prevent her repeating her fire during the whole of the night, with all the advantage she derived from her superior style of sailing, and the choice of position, as well as from the necessity which compelled me to fly. An hundred times I was tempted to manœuvre in order to cripple her from fighting,

* In June, the royal family of Naples, came from Palermo to Leghorn, on board the Foudroyant; before they left her, the Queen presented Sir Edward Berry with a gold box, set with diamonds, and a diamond ring.

as well as some cutters that followed her, and annoyed us with their fire; but as the wind blew fresh, and I observed, notwithstanding the darkness of the night, several ships at the extremity of the horizon in full sail to support her, I was sensible that by lying to, I should be giving them all time to come up, and that my escape would be impossible. We were thus annoyed during the whole of the night, by this frigate, whose fire brought down our main top-mast about five in the morning. At that moment the Lion of 64 guns, came up within musquet shot to the larboard of the William Tell, while the Penelope continued firing a-stern. For three quarters of an hour, during which time the Lion was on our quarter, a brisk fire was maintained on both sides. At last her's slackened, and we were within pistol shot of each other, when, perceiving that there was not a single person on the quarter deck, I ordered Captain Saunier to seize the first opportunity of boarding. The first attempt made by that gallant officer did not succeed, owing to the precautions of the enemy; but having tried a second effort, the William Tell's bowsprit was entangled in the shrouds of the Lion, and we should certainly have succeeded in boarding, if our bowsprit had not gone in two, and disengaged the ships, at the moment when one of our sailors had reached a part of their rigging, and a troop of brave fellows were preparing to follow him. This *coup de main* failing, the Lion without a single sail, her rigging cut to pieces, and her masts ready to go by the board, was compelled to fall back without firing a single cannon. The William Tell for some minutes pursued her, but was soon compelled to quit her, in order to receive the Foudroyant, who now took part in the engagement. It was about six o'clock, the Foudroyant of 84 guns, one of the finest vessels in England, passed a-stern of the William Tell, calling out to her to strike, and at the same time pouring in her whole broadside. In consequence of their manœuvres the two ships were soon alongside of each other, the Foudroyant on the starboard, and the Penelope on her quarter; the fire at that moment on both sides was terrible, we continued as close to each other as it was possible, without being able to board. In about thirty-six minutes the fore-mast of the William Tell gave way, and at three quarters past six her main-mast shared the same fate. The sails and rigging of the Foudroyant were

A.D. 1800 cut to pieces, and she was for some time ungovernable, and as her stern was towards us, her mizen-mast was divided, and several of her yards were hanging in different directions. In the mean time the *Lion*, which had retired from the engagement for more than an hour, had repaired her damage, and returned to attack us on our larboard. In the state in which the *William Tell* was, I confess I had but little hopes of the issue of so unequal a combat, but the determined resolution of her crew was such, that I was certain she would be dearly purchased by the enemy; besides while the ship was manageable, we were capable of any bold attempt, without dread of the consequences. It was for that reason I ordered Captain Saunier to board the *Foudroyant*, whose fire I perceived had abated. The commander seized the first opportunity that presented itself, and rushing suddenly on her starboard, he crossed her bowsprit. The enemy judging of our intention, manœuvred in order to prevent our boarding; the two vessels nearly touched each other, but could not absolutely meet. The result of this manœuvre was, that the *Foudroyant*, which had already lost her mizen-mast, was terribly mauled both fore and aft, her fore-top-mast had fallen, and she was fain to sheer off with what masts she had standing. During the rest of the engagement she kept at a distance, which did not admit of our boarding her. It was then that Captain Saunier, who had directed the manœuvre with uncommon ability, was severely wounded. He was immediately replaced by Lieutenant Donadieu, an officer of very great merit. From seven o'clock the *William Tell*, having only her mizen and mizen top-mast left, had to engage two ships of the line and a frigate; she answered their fire by both her broadsides, and frequently by her guns a-stern. The rigging had several times taken fire, and had been repeatedly extinguished; several explosions which I had heard on board the enemy's ships, assured me that the same accident had happened to them. Unfortunately the falling of the masts obstructed the working of several of our larboard guns, and we were obliged to be continually throwing water on that side where the ruins of the masts and rigging, which we were unable to remove with sufficient speed, threatened every moment to set fire to the ship. At eight o'clock (and I mention this moment, because I cannot determine what was the state of the guns at the end of the action)

action) there were two destroyed by the enemy's shot, and nineteen dismounted without reckoning those on the quarter deck. As the main-mast had been twice cut, one of the pieces, which was fourteen feet long, lay across the quarter deck, and so entirely obstructed it, that it was impossible to move. Notwithstanding the accident, and the appearance of the blood, which overflowed all the decks, the resolution of the crew seemed to increase; and notwithstanding the united fire of three ships of the line, the defence of the William Tell, at half past eight, was still vigorous; at that moment her mizen-mast fell on the starboard side. The whole of that side against which the fire of the Lion was directed, was obstructed by the masts. The enemy taking advantage of our embarrassed situation, were able to chuse that which was most convenient for them, while it was impossible for us to avail ourselves of the same advantage. The Foudroyant which had received the most of our fire, was unable to haul on our starboard, but the Lion was on our larboard quarter, though her sails, rigging, and yards were cut to pieces. At length the Penelope, which had received but little damage, headed us, and the William Tell received the fire of all the three, without a mast standing, the ship ungovernable, reeling from the violent motion of the waves, which she had no mast or sail to counteract, we were obliged to shut our lower ports, in order to prevent her filling. In this situation it was too evident, not only that it was impossible to save the ship, but that it was out of my power further to injure the enemy. I was sensible, that the men I might lose by a longer resistance, would be the useless victims of a vain obstinacy; upon this conviction, and persuaded that the defence of the William Tell had been in every respect truly honourable, I thought it my duty to submit to fortune; and about 35 minutes past nine, after the ship was a wreck, the flag was struck. The Penelope was the only ship able to take possession of her, and board her with a sufficient number of sailors to carry her to Syracuse. The enemy did not attempt to conceal the considerable loss they sustained; and from what I have seen, and what I was informed immediately after the affair, it is certain that in this respect, the vanquishers have not been more fortunate than the vanquished. I deem it superfluous to make any encomiums on the conduct of the crew of the William Tell; the fact alone of the engagement, and of

A.D. 1800 the three attempts to board, which, notwithstanding the superiority of the enemy, promised success, will sufficiently inform you, citizen minister, what confidence I was justly inspired with by the talents of the captain, the devotion of the officers, and the bravery of the whole crew I had the honour to command.

“ DECRES.”

On the 6th of April, the boats of the Mermaid, Captain Oliver, cut out six vessels, and destroyed three others which had taken shelter under a fort near Cape Corfette.

On the 6th of April, Rear Admiral Duckworth being on a cruize with a small squadron off the Straits, fell in with, and after a short running fight, captured part of a Spanish convoy, with two of the frigates out of three which were escorting them.* They were bound to Lima, and richly laden. The Carmen had on board the Archbishop of Buenos.

In the month of June Rear Admiral Sir Richard Bickerton arrived in the Mediterranean, and was soon after sent by Lord Keith to command the blockade of Cadiz.† Upon his arrival off this port, he gave fresh notice to the foreign consuls residing in that city, that the port of Cadiz continued in a state of blockade.

All neutral vessels going into that harbour unloaded, would pass free and without being searched; but that no loaded ships coming from that port, would be permitted to sail without a passport first obtained from the commander in chief in the Mediterranean.

On the night of the 24th of August, the French frigates

* BRITISH.

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
Leviathan	-	74	{ Rear Ad. Duckworth, Capt. J. Carpenter.
Swiftsure	-	74	
Emerald	-	36	— B. Hallowell.
			— T. M. Waller.

SPANISH.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Carmen	- 36	340	Don Franquin Porcel, Commodore.
Florentin	- 36	314	Don Manuel Norates.

The Spanish frigates had on board 3000 quintals of quicksilver.

† Appendix, Chap. II. No. 403. Squadron at the blockade of Cadiz.

La

La Justice and La Diane, slipped out of the harbour of Valette, in hopes to escape the vigilance of the British cruizers employed at the blockade of Malta; they were however discovered, pursued, and after a chase of several hours, La Diane, of 42 guns, having on board only 114 men, was taken: La Justice escaped. She was the only vessel remaining which had not been either taken or destroyed of the fleet at Aboukir.

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Capt. W. Ricketts, of the El Corso sloop of war, with the Pigmy cutter, having been sent by Lord Keith to destroy some vessels in the port of Cefenatico, finding it impossible to approach within gun shot of the Mole, on the night of the 26th of August, dispatched Lieutenant John Lucas Yeo, with the boats, to perform this service, which he executed with great judgment and gallantry; destroyed thirteen vessels, five of which were sunk at the mouth of the harbour, and both piers entirely consumed.

That the intent of this enterprize might not be lost on the coast, Captain Ricketts sent in the following note.

“ To the Inhabitants of Cefenatico.

“ The treachery of your municipality, in causing to be arrested an officer with dispatches, has been long known to the British admiral in these seas.

“ The municipality may now sadly know that the severity of judgment, long delayed, is always exemplary.

“ That the innocent suffer with the guilty, though much to be regretted, is the natural feature of war; and the more terrible the infliction on this occasion, the more striking the example should prove to surrounding municipalities.

“ W. RICKETTS.”

On the evening of the 3d of September, Captain T. Louis, of the Minotaur, dispatched the boats of that ship, with those of the Niger, to cut out or destroy two Spanish corvettes, which were lying in Barcelona Roads, which were suspected to be laden with stores, &c. for the relief of Malta. The command of this enterprize was intrusted to Captain Hillyar, of the Niger, and Lieutenant Schomberg, of the Minotaur, who volunteered their services; assisted by Lieutenants Warrond and Lowry, of the Minotaur; Healy, of the Niger; Lieutenant Jewell, of the marines; and Mr. Reid, master.

About

A. D. 1800 About eight o'clock the boats put off from the ship; as they rowed towards the shore, a Swedish vessel was discovered standing into the road, of which circumstance Captain Hillyar availed himself, by putting on board of her a number of his people, and taking the boats in tow, got alongside the corvette about nine o'clock, without being perceived, or the enemy even suspecting that he was in danger of an attack. The alarm was no sooner given, than a heavy fire commenced from the ships, four strong batteries, ten gun boats, two schooners, and shells thrown from the fort of Mount Joui. At ten the corvettes were carried, after a stout resistance, and brought off. They proved to be El Esmeralda and La Paz, each mounting 22 brass guns, about 400 tons, laden with provisions, stores, &c. supposed bound to Batavia, on Dutch account; as several Dutch officers were found on board, and they were to have taken 300 troops of the regiment of Batavian Swiss on board at the island of Majorca.

The loss sustained, amounted to two seamen killed and five wounded belonging to the Niger; Mr. Reid, master of the Minotaur, slightly wounded. La Paz had one killed, and four wounded; Esmeralda, 2 killed and 17 wounded.

The capture of these vessels, under cover of a neutral flag, became a subject of much discussion between the courts of Spain and Sweden, with the other northern states and Great Britain. It was no sooner known at Madrid, than the following circular letter was addressed by the Spanish minister to the foreign ministers at the court of Spain, complaining of the violation of the right of neutral flags.

Circular Letter to the Ambassador and Foreign Ministers to the Court of Spain.

“ Sir,

“ I have the honour to communicate to you a copy of the memorial which the King, my master, has ordered me to send to his minister at Stockholm, in order to be transmitted to the ministry of his Swedish Majesty.

“ The principles which are established in it, and the event which has given rise to it, are of a nature to interest all the commercial nations of Europe, particularly the neutral powers.

“ His Majesty is persuaded that your government will see the affair in the same point of view, and he flatters himself

himself that it will concur in effacing, as much as possible, from the annals of this war an attack so destructive of the confidence and hospitality of which neutral and friendly flags enjoy. A. D. 1800

“ I repeat the assurances of my consideration and esteem, and I am Sir, &c.

“ (Signed) Chevalier D'URQUIJO.”

“ *St. Ildephonso, Sept. 17, 1800.*”

Letter to the Minister of Foreign Affairs of the King of Sweden.

“ Sir,

“ The King, my master, has seen with the greatest indignation, by a report which the Consul of his Swedish Majesty at Barcelona has transmitted to the Captain-General of Catalonia, containing the declaration of Captain Rudbardt, of the Swedish galliot the *Hoffnung*, that on the 4th of September last, in the afternoon, two English ships of the line and a frigate forced the said captain, after having examined and found his papers according to rule, to take on board English officers and a considerable number of sailors, and to suffer himself to be towed at night-fall by several English chalops to the harbour of Barcelona, and under the cannon of its batteries.

“ That the English having reduced the said captain and his crew to silence, by holding a pistol at his breast, got possession of the helm, and made at nine P. M. by means of the said ship and the chalops surrounding it, an attack upon two frigates under the Spanish flag, who were there at anchor, who, not suspecting that this friendly and neutral ship concealed enemies on board, and could be made use of for the most — attack, were taken almost by surprise and forced to surrender.

“ I refer you for the other particulars, and for the violence committed by the English on the Swedish ship, to the declaration of the captain hereunto annexed.

“ The King, my master, could not consider that event but as interesting the rights, and wounding the interests of all the powers of Europe, without excepting England; and above all, as the heaviest insult to the flag of his Swedish Majesty.

“ In fact, it is evident that the belligerent powers, by admitting neutral ships into their harbours and ports, wished
to

A.D. 1800 to soften the scourge of war, and to preserve those commercial relations between the people of different nations, which their mutual wants require.

“ Every thing therefore that tends to render the navigation suspected and dangerous, injures in an equal degree the rights and interests of all nations.

“ But in the present case, the rights and honour of the Swedish flag have been violated in so outrageous a manner, that few examples of such a violation can be found in the naval history of Europe.

“ The attack, if it were to remain unpunished, would tend to embroil two friendly powers, annihilate their commercial relations, and cause the flag which should suffer it to be considered as the secret auxiliary of the enemy's powers, and would thus force Spain to take such measures as the interest of his vessels and the security of his ports should command.

“ Yet the King, my master, wishes still to believe that the Swedish captain has not been guilty of the least connivance with the English, and that he yielded only to their force and their great number.

“ Under this supposition, the King has ordered me to lay before his Swedish Majesty, this grievous insult committed against his flag; and not doubting the resentment which he will feel at a procedure equally low and disloyal on the part of some officers of the British navy, he expects that the Court of Stockholm will make to the English Ministry the most serious representations, in order that the officers who have rendered themselves culpable upon this occasion, be punished severely, and that the two Spanish frigates surprized and carried off from the harbour of Barcelona by a stratagem equally contrary to the rights of nations and the rules of war, be immediately restored with their cargoes, as having been illegally surprized by means of a neutral ship, which served as an instrument to the assailants.

“ His Catholic Majesty thinks himself so much the more entitled to consider the success of this reclamation as certain, as the English government even cannot dissemble that its enemies, by following a similar example, might themselves also make use of neutral vessels to infest its harbours, and do in its ports all possible damage.

“ But

“ But if, contrary to all expectation, the steps of his Swedish Majesty, at the Court of London, to obtain reparation for the injury done to his flag, as well as the restitution of the two Spanish frigates, should not have the desired success before the end of this year, his Majesty will be obliged, though with much regret, to adopt, towards the Swedish flag, measures of precaution which shall in future shelter his harbours and ports from an abuse as dangerous and revolting, as that which the English have just committed.”

A. D.
1800

“ I have the honour to be, &c.

“ Chevalier D'URQUIJO.

St. Ildephonso, Sept. 19, 1800.

Note—The declaration of the Swedish captain gives an historical recital of the transaction.

STATE PAPER.

Note transmitted by the Swedish Ministry to the Minister of his Catholic Majesty at Stockholm, in answer to the Representations of the Spanish Court, dated St. Ildephonso, Sept. 17, 1800.

“ *Drottningholm, October 22, 1800.*

“ His Swedish Majesty has understood with the utmost concern the violence used by some officers of the English navy, towards a merchant ship from Swedish Pomerania, by employing the same in an hostile enterprise against two frigates in the Road of Barcelona. He perfectly accords with his Catholic Majesty, with respect to the light in which this new abuse of power is to be considered, and the common danger which such examples must occasion both to neutral and belligerent powers. His Majesty will therefore immediately make remonstrances to the Court of London, to which he is equally induced by his friendly connections with the Spanish court, and the violation of the neutrality of his flag. In these remonstrances, which will have for their first object the right of the Swedish flag, and of Swedish subjects, His Catholic Majesty will certainly admit it to be right that the King should consider himself as the principal party; but while he attends to his own interests, he will not neglect those of Spain. Justice requires that what has been obtained in an unjustifiable manner should be

A.D. 1800 be restored. His Majesty will demand, but without answering for the consequence of this measure. He will, when it shall be time, make confidential communications to the Spanish court with respect to the dispositions which the English government shall manifest on the subject; but the justice of his Catholic Majesty will undoubtedly leave to him the free choice of the forms and means to be employed in this negotiation, nor attempt to limit any precise time and mode of restitution. Spain and all Europe are acquainted with the long process which Sweden has carried on in London on the subject of restitution; and there can be no reason to expect that speedier justice will be done in a cause which requires restitution to be made to an enemy. In the mean time, his Swedish Majesty cannot consider himself as liable to any kind of responsibility with respect to an affair, to the causes of which he was an entire stranger. According to the statement of the Spanish court itself, it was, under the circumstance in which it took place, not supposed that the Swedish government and nation were involved in it. It would be much to be lamented, should the injustice of a third power be able to break connections which several direct discussions during the present war have not altered. Unfortunate events of this nature have frequently taken place, and seem as if they were peculiar to Spanish ports. A Swedish ship which was taken by the English in the harbour of Passage itself; a second Swedish ship plundered and entirely destroyed by the French in Alicante; and several others taken by French privateers at the entrance of the harbour of Malaga, have occasioned his Swedish Majesty to make friendly representations and remonstrances to the court of Spain, to procure respect and security to the trade of his kingdom. His Majesty would have been happy to have seen the Court of Spain manifest in his favour the same energy with which it now makes complaints: but the fruitlessness of his remonstrances never induced him to pass the bounds of that moderation and candour which should be cultivated by friendly courts, and to which his Majesty trusts the court of Spain will return, when it shall have carefully inquired into the true causes of the different accidents which have occasionally taken place in its ports. The undersigned, Chancellor of the Court, has the honour to make the present representations to the Chevalier de la Huerta, envoy extraordinary from his Catholic

tholic Majesty, as an answer to his communications of the 17th of September, and avails himself with pleasure of the opportunity to express his esteem, &c. .D.A 1800

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Reply of the Spanish Minister to the Note transmitted to him by the Swedish Minister.

“ Stockholm, December 29, 1800.

“ I have this moment received from my court an answer to the dispatches, in which I communicated the first steps I had taken with his Swedish Majesty, when I had the honour to present my first note on the subject of the outrage of which the English were guilty in the Road of Barcelona,

“ The King, my master, has observed with regret the coldness with which the Swedish court has received the complaint, while it has consigned itself to feeble and indecisive measures, from which it does not even indulge the hope of any advantage. This view of the matter shews the small interest with which Sweden is prepared to act in the business.

“ I cannot conceal from you, Sir, that this inactivity, which is observed in the applications of the court of Sweden to that of London, might afford room to believe that this negotiation will be connected with other objects of private interest, which demand temporising measures, incompatible with that energy and zeal which his Catholic Majesty expected to see displayed by his Swedish Majesty, in regard to an affair, which, as it involves the honour of his flag, would have afforded him an occasion to have proved to Europe the warm part he takes in the interest of the maritime powers, as well as to testify the value he puts upon the good understanding which hitherto has prevailed between the two courts.

“ In pursuance of a new order from my court, I repeat, and formally insist on what I demanded in my last note of the 17th of October. I fondly flatter myself, that his Swedish Majesty will adopt far more active measures than the contents of your note allowed me to hope. It is not probable that you will expose Swedish ships to all the severity of the measures which circumstances require to be exercised against suspected vessels, and whose conduct might be considered as connived at, unless the Swedish court receives

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“ The CHEV. DE HUERTA.”

The following Note was lately delivered by the Swedish Minister for foreign Affairs, to the Minister of his Prussian Majesty at Stockholm, on the Subject of the Affair at Barcelona.

“ Having stated to the King, the manner in which his Prussian Majesty has viewed the memorial of the court of Spain, on the subject of an insult offered to the Swedish flag by the English; the undersigned chancellor of the court, has been commanded to express to M. de Tarach, the grateful acknowledgments of his Majesty for the constant attention which the court of Berlin has shewn to the interests of the neutral flags, and the full confidence which he reposes in the mode in which they are regarded by that court.

“ The king has viewed with surprise, the public responsibility to which the court of Spain has called Sweden upon this occasion, and the menaces which it has thereto added; notwithstanding all the vexations to which neutral flags have been exposed during the present war, this is the most oppressive proceeding which they have yet experienced. Being thus incessantly placed between the offence and the reparation, they must soon be dragged into a concern in the war, or cease to appear on the seas where it is carried on.

“ These truths involving consequences so important to the other neutral powers, as well as to Sweden, his Swedish Majesty could not, in general, take upon himself any share of responsibility for the improper use which the belligerent powers may make of the Swedish vessels which they may seize upon.

“ This principle appears to his Swedish Majesty so well founded, that he flatters himself the court of Berlin will give it all the support which justice and the common interest appear equally to demand; and it has been hitherto respected amidst all the outrages which have been committed

mitted on both sides, without which the war must have become general. Had the Ottoman porte, Russia, and England, attached such responsibility to all the flags in the port of Alexandria—had they claimed the restitution of Egypt from the respective governments, because their merchant vessels had been compelled to carry French troops to take that country by surprise—and had they used the same forms of application, and insisted on the same peremptory terms and conditions—all commerce, all neutrality must have been at once annihilated. His Majesty, therefore, conceived that the violence offered to the Swedish flag at Barcelona was not to be treated in any other manner than that of which he had previously to complain; and he reserves to himself the privilege of demanding reparation for the injuries done to his subjects or his flag, at such opportunity, and by such means, as his particular situation may afford.

“ His Majesty, however, ought not to conceal, that, in the present case, the injury, which has thence resulted to a friendly power, gives him so much more uneasiness, as he regards the capture made by the English as very illegal, and he is anxiously desirous of being able, by his representations, to contribute to its restitution.

“ His Majesty will certainly make every exertion to effect an arrangement upon which the continuance of amicable relations between Sweden and Spain is unexpectedly made to depend; but he cannot, at present, take those steps with respect to the two frigates, which he has not hitherto taken with respect to his own convoys, nor give the court of Spain any better hopes than he has himself.

“ The undersigned embraces this occasion, &c.

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“ D'EHRENHEIM.”

On the 5th of September, the fortress of Valette, with the whole island of Malta, surrendered to the British arms, after sustaining a blockade of two years.

The blockading squadron* was commanded until the autumn of this year by Captain Alexander John Ball, of the *Alexander*, when the services of that vigilant officer were

* Appendix, Chap. II. No. 404. Blockading squadron, and naval force taken in the harbour of La Valette.

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1800 Martin, who continued with equal perseverance to cut off
all succours from being given to the French.

The following were the Articles of Capitulation agreed upon between General Vaubois, commander in chief of the Isles of Malta and Goza, and Rear Admiral Villeneuve, commanding the Navy at Malta on the one Part; and Major General Pigot, commander of the Troops of his Britannic Majesty and his Allies, and Captain Martin, commanding the Ships of his Britannic Majesty and his Allies, before Malta, of the other Part:

“ Art. I. The garrison of Malta, and of the forts depending upon it, shall march out to be embarked, and carried

† In February, 1801, Captain Ball was appointed commissioner at Gibraltar; upon his leaving Malta, he wrote the following address to the inhabitants, viz.

To the dear MALTESE.

“ The respectable orders of my sovereign, and the wise dispositions of my court, oblige me to serve at a distance from Malta, this well-beloved island. Before I depart from this happy country, and separate myself from you, whom I have always beheld with the eyes of paternal tenderness, I will not, nor cannot refuse to express to you, the just admiration with which you have inspired me in seeing you, for two years and more, not only resist the enemy with the most intrepid courage, but confine and harass them with vigour in their entrenchments. It is with no less veneration that I have observed in you that spirit, superior to all the fatal consequences of the war; and I shall never forget with what constancy you generously endured the want of provisions, the difficulty of obtaining supplies, and the inclemency of the seasons; in a word, that heroic conduct which I have constantly admired in you; the remembrance of which will always be imprinted on my memory, which will always excite my just applause, and which merits that of the most civilized nations.

“ I shall consider it as my duty to testify to you my peculiar gratitude for the tender attachment you have shewn towards me; an attachment in every thing similar to that which I entertain, and shall always entertain for you; an attachment the sole cause of the pain I feel to separate from you. But if any consolation can moderate this pain, it is the conviction that I leave you under the government of a worthy general, who possesses all the necessary qualities for obtaining your love; of a general, who during the siege, having had the honour of having you some time under his command, as well as the other troops, has had an opportunity of knowing your valour, your fidelity, and your obedience, and whom you now know well enough to be able to hope, and to promise to yourselves the enjoyment under his authority of that tranquility, and that happiness which you desire. Receive then the assurance that I shall never cease to love you until I cease to live. Live then happy, my dear Maltese, and always remember your affectionate father and friend.

(Signed)

“ ALEXANDER JOHN BALL.”

The order of St. Ferdinand and of Merit was conferred on Captain Ball, by his Sicilian Majesty, and confirmed by the King, Jan. 7, 1801.

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all the honours of war; that is to say, drums beating, colours flying, matches lighted, with two four pounders before them, with their covered waggon, and a covered waggon of infantry. The civil and military officers of the navy, and every thing relative to that department, shall be also carried to the port of Toulon.

“ Answered.—The garrison shall receive the honours of war required; but as it is impossible that they should all be embarked immediately, the following arrangement shall be resorted to instead. As soon as the capitulation shall be signed, the forts Ricafoli and Tigni shall be delivered up to the troops of his Britannic Majesty, and the ships shall be suffered to enter the ports. The national gate shall be occupied by a guard composed of French and English in equal numbers, until the ships shall be ready to receive the first embarkation; the whole garrison shall then march out with the honours of war to the ships, where they shall lay down their arms. Those who cannot form part of the first embarkation, shall occupy the isle and the fort Manuel, having an armed guard over them, to prevent them from escaping into the adjoining country. The garrison shall be considered as prisoners of war, and are not to serve against his Britannic Majesty until they shall be exchanged, for which the officers respectively shall give their parole. All the artillery, the ammunition, and public magazines, of whatever kind, shall be given up to officers appointed for that purpose, as well as public papers.

“ Art. II. The general of brigade Chanez, commander of the place and the forts, the general of brigade d’Hennezel, commander of artillery and engineers; the officers, inferior officers, and soldiers, by land; the officers, crews, and men employed in the navy; citizen Pierre Alphonso Guys, commissary general of commercial connection with the French republic in Syria and Palestine, now at Malta by accident, the civil and military agents, ordinaries and commissaries of war and navy, civil administrators, members of any of the constituted authorities, shall carry off their arms, their personal property, and their effects of every kind.

“ Ans.—Granted—With the exception of the arms laid down by the soldiers, in conformity with what is provided by the first article.

On the 6th of June, the same year, he was created Baronet of Great Britain.

A.D. 1800 to soften the scourge of war, and to preserve those commercial relations between the people of different nations, which their mutual wants require.

“ Every thing therefore that tends to render the navigation suspected and dangerous, injures in an equal degree the rights and interests of all nations.

“ But in the present case, the rights and honour of the Swedish flag have been violated in so outrageous a manner, that few examples of such a violation can be found in the naval history of Europe.

“ The attack, if it were to remain unpunished, would tend to embroil two friendly powers, annihilate their commercial relations, and cause the flag which should suffer it to be considered as the secret auxiliary of the enemy's powers, and would thus force Spain to take such measures as the interest of his vessels and the security of his ports should command.

“ Yet the King, my master, wishes still to believe that the Swedish captain has not been guilty of the least connivance with the English, and that he yielded only to their force and their great number.

“ Under this supposition, the King has ordered me to lay before his Swedish Majesty, this grievous insult committed against his flag; and not doubting the resentment which he will feel at a procedure equally low and disloyal on the part of some officers of the British navy, he expects that the Court of Stockholm will make to the English Ministry the most serious representations, in order that the officers who have rendered themselves culpable upon this occasion, be punished severely, and that the two Spanish frigates surprized and carried off from the harbour of Barcelona by a stratagem equally contrary to the rights of nations and the rules of war, be immediately restored with their cargoes, as having been illegally surprized by means of a neutral ship, which served as an instrument to the assailants.

“ His Catholic Majesty thinks himself so much the more entitled to consider the success of this reclamation as certain, as the English government even cannot dissemble that its enemies, by following a similar example, might themselves also make use of neutral vessels to infest its harbours, and do in its ports all possible damage.

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“ But if, contrary to all expectation, the steps of his Swedish Majesty, at the Court of London, to obtain reparation for the injury done to his flag, as well as the restitution of the two Spanish frigates, should not have the desired success before the end of this year, his Majesty will be obliged, though with much regret, to adopt, towards the Swedish flag, measures of precaution which shall in future shelter his harbours and ports from an abuse as dangerous and revolting, as that which the English have just committed.

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“ Ans.—Granted—With the exception of the arms laid down by the soldiers, in conformity with what is provided by the first article.

On the 6th of June, the same year, he was created Baronet of Great Britain.

A.D. 1800 “ Art. III. All persons of every country, who have borne arms for the republic, during the siege, shall be considered as part of the garrison.

Answer—Granted.

“ Art. IV. The division shall be embarked at the expense of his Britannic Majesty. Every officer or person employed, shall on the passage, receive the same rations, as are by the laws and regulations of the French allotted to them. The officers who are members of the civil administrations shall be put on the same footing, both with respect to themselves and family, as military men of a corresponding rank.

“ Answer—Granted—In conformity with the customs of the English navy, which allot the same ration to all ranks and conditions whatever.

“ Art. V. The necessary number of waggons and sloops shall be provided, in order to transport and to remove on board of ship the private property of the generals, their aids-de-camp, the ordinaries, and commissaries, chiefs of corps, officers civil and military, &c. Their property and their papers shall not be subject to any search or inspection upon the promise of the general's stipulating that there shall be no public property among them.

Answer—Granted.

“ Art. VI. Some vessels belonging to the republic, able to keep the sea, shall depart at the same time with the division, to go to a part of France, after being provided with the necessary provisions.

Answer—Refused.

“ VII. The sick who are able to be transported, shall be embarked with the division, and provided with provisions, medicines, surgeons chests, and officers of health, necessary for their cure during the passage. Those who are not able to be transported, shall be treated with the necessary care; the general in chief leaving at Malta a physician and surgeon in the service of France, who shall attend them; they shall be furnished with lodging gratis, if they come out of the hospital, and they shall be sent to France, as soon as their situation will permit, with all that belong to them; and in the same manner as the garrison. The general in chief of the sea and land forces evacuating Malta, intrust them to the honour and humanity of the English general.

Answer—Granted.

“ Art.

“ Art. VIII. Every individual, of whatever nation, inhabiting the island of Malta, or the others, shall neither be troubled, nor disturbed, nor molested on account of their political opinions, nor for any part of their conduct during the time that Malta has been in the power of the French government. This article applies principally and in its full extent, to those who have taken arms, or have filled civil, administrative, or military employments. They shall not be called to an account for any thing, much less prosecuted for the acts of their commission. A. D.
1800

“ Answer—This article does not appear capable of being made the object of a military capitulation; but all the inhabitants who shall desire to remain, may be assured of being treated with justice and humanity, and shall enjoy the full protection of the laws.

“ Art. IX. The French who inhabit Malta, and the Maltese of whatever state they may be, who wish to follow the French army, and to go into France with their property, shall be at liberty to do so. Those who have moveables or immoveables, which cannot be immediately sold, and who may have the intention of going to reside in France, shall be allowed six months from the date of the signing of the present capitulation to sell their landed or moveable property. These proprietors shall be respected. They shall act for themselves, if they remain, or by their authorised agent, if they follow the division. When they shall have finished their affairs in the time agreed on, they shall be furnished with passports to go to France, transporting or causing to be transported, the moveables which may remain to them, as well as their capitals in money or bills of exchange, according as it may so happen.

“ Answer—Granted—In the sense of the reply to the preceding article.

“ Art. X. As soon as the capitulation is signed, the English general shall leave entirely to the disposition of the general commanding the French troops, to cause a felucca to depart with the necessary equipage, and an officer charged to carry the capitulation to the French government. The necessary safe conduct shall be granted to him.

Answer—Granted.

“ Art. XI. The articles of the capitulation being signed, there shall be given up to the English general the forts called des Bombes, which shall be occupied by an equal

A.D. 1800 guard of English and French troops. It shall be consigned to this guard not to suffer to pass into the city, either any soldiers of the besieging troops, or any inhabitants of the islands, till the French troops shall be embarked, and out of sight of the port. In proportion as the embarkation goes on, the English troops shall occupy the posts by which the places may be entered. The English general will perceive that these precautions are indispensable, that no dispute may arise on the subject, and that the articles of the capitulation may be religiously observed.

“ Answer—Granted—Conformable to what is provided by the reply to the first article; and all precautions shall be taken to prevent the Maltese troops from approaching the posts occupied by the French troops.

“ Art. XII. All alienations or sales of moveables, or immoveables by the French government during the time it has remained in possession of Malta, and all transactions between individuals shall remain inviolable.

“ Answer—Granted—So far as they shall be just and lawful.

“ Art. XIII. The agents of the allied powers, who shall be in Valetta after the surrender of the place, shall not be disturbed in any thing, and their persons and property shall be secured by the present capitulation.

Answer—Granted—

“ Art. XIV. All ships coming from France, whether of war, or of commerce, which shall enter this port, shall not be considered as prizes, nor the crews made prisoners, for the first twenty days after the date of this capitulation, but they shall be sent back to France.

Answer—Refused—

“ Art. XV. The commander in chief and the other generals, shall be embarked with their aids-de camp, and the officers attached to their suite, without being separated.

“ Answer—Granted.

“ Art. XVI. The prisoners made during the siege, including the crews of the William Tell and the Diana, shall be considered as part of the garrison; and the same regulation to extend to the crew of La Justice, if she should be taken before she reaches any of the ports of the republic.

“ Answer—The crew of the William Tell is already exchanged,

exchanged, and that of the *Diana* will be taken to Minorca, in order to be exchanged immediately. A. D. 1800

“ Art. XVII. All the property which belongs to the republic, shall not be subject to reprisal of any sort, under any pretext whatsoever.

“ Answer—Granted.

“ Art. XVIII. If any difficulty shall arise upon the conditions of the capitulation, they shall be interpreted in the most favourable manner for the garrison.

“ Answer—Granted—According to justice.

“ Executed at Malta, on the 5th of September, 1800.

(Signed)

VAUBOIS, General of Division.

VILLENEUVE, Rear Admiral.

PIGOT, Major General.

Captain MARTIN, Commander of the ships of his Britannic Majesty, and those of his allies, before Malta.

On the 13th, Vice Admiral Lord Keith arrived with the fleet at Gibraltar, accompanied by several transports having on board upwards of 10,000 troops commanded by General Sir Ralph Abercrombie. This armament was joined by other transports with troops, under Sir James Pulteney. The whole amounted to between 18,000 and 20,000 men.

The fleet and transports having sailed from Gibraltar, anchored between Tetuan and Ceuta; and on the 3d of October got under sail and passed the Straits.* On the 4th, it entered the bay of Cadiz, and anchored between it and St. Pietri. An arrangement and disposition was immediately made for the landing of the troops, in order to proceed to the attack of the town of Cadiz, and the forts in its vicinity.

A violent epidemic disease at this time raging in Cadiz, the governor represented the miserable situation of its inhabitants to the general and admiral, communicated to them by a flag of truce bearing the following letter.

* Appendix, Chap. II. No. 405.

A. D.
1800*To the English Admiral.*

“ The affliction which carries off in this city and its environs thousands of victims, and which threatens not to suspend its ravages until it has cut off all who have hitherto escaped, being calculated to excite compassion; it is with surprize that I see the squadron under the command of your excellency, come to augment the consternation of the Inhabitants. I have too exalted an opinion of the humanity of the English people, and of yours in particular, to think that you would wish to render our condition more deplorable. However, if in consequence of the orders your excellency has received, you are inclined to draw down upon yourself the execration of all nations, to cover yourself with disgrace in the eyes of the whole universe, by oppressing the unfortunate, and attacking those who are supposed to be incapable of defence; I declare to you, that the garrison under my orders, accustomed to behold death with a serene countenance, and to brave dangers much greater than all the perils of war, know how to make a resistance, which shall not terminate, but with their entire destruction.

“ I hope that the answer of your excellency will inform me, whether I am to speak the language of consolation to the unfortunate inhabitants, or whether I am to rouse them to indignation and vengeance.

“ May God preserve your Excellency,

Oct. 5, 1800.

“ THOMAS DE MERLA.”

“ The vessels employed in the blockade have not, till now, prevented the fishers from exercising their harmless industry. It must excite astonishment, that your excellency should deprive us of this small comfort.”

Answer

Answer to the above, by the Commanders of the Sea and Land Forces, of his Britannic Majesty, forming the Expedition before Cadiz.

A. D.
1800

*On board his Britannic Majesty's Ship
Foudroyant, off Cadiz, Oct. 5.*

" We have had the honour of receiving your excellency's letter of this date, in which you describe to us the deplorable state of this city.

" We are deeply afflicted at the calamity, though we have good reason to believe that its effects have been much less disastrous.

" We are not ignorant that a great number of his Catholic Majesty's vessels are armed, in order to join the naval forces of the French, and to be employed in prolonging the troubles which afflict all the nations of Europe, disturb public order, and destroy the happiness of individuals. We have received orders from our sovereign, to use every effort to defeat the projects of the common enemy, by endeavouring to take or destroy the ships of war which are in the harbour and arsenal of Cadiz.

" The number of troops entrusted to our command, leaves but little doubt as to the success of the enterprize. We are little disposed to multiply unnecessarily the evils inseparable from war.

" Should your excellency consent to give up to us the vessels armed or arming, in order to act against our King and to prolong the misfortunes of neighbouring nations, your crews and officers shall be at liberty, and our fleet shall withdraw; otherwise we must act conformably to the orders which have been given to us, and your excellency cannot attribute to any other than yourself the additional evils which you fear.

" We have the honour to be with respect, &c.

" R. ABERCROMBIE,
" KEITH.

" A frigate will remain in the harbour to wait for the answer of your Excellency, that there may be no delay."

Don

A.D.
1800

Don Merla's Reply.

“ When I represented to your Excellencies the melancholy condition of this city, with the view of engaging your humanity not to aggravate it by acts of hostility, I could not have supposed that my request would have been regarded as the effect of fear or weakness.

“ Unfortunately, I find that your Excellencies have misinterpreted my expressions, since they have led to a proposal as insulting to the person to whom it is addressed, as it is but little honourable to those who have made it. Your Excellencies will take this as sufficient information, that you must make more suitable propositions, if you intend that they shall be accepted.

“ I have the honour to be, &c.

“ THOMAS DE MERLA.”

In consequence of the above correspondence, it was considered by the admiral and general proper to relinquish the expedition, lest the contagion should spread among the troops, which would have even in the event of success in the reduction of Cadiz, totally frustrated the object of the further execution of their instructions.

The troops which were already in the boats, were ordered back to their respective transports, and the fleet sailed for Gibraltar; where, on the 16th, it experienced a heavy gale of wind, fortunately without doing any other mischief than the loss of a few anchors and cables, top-masts, &c.

On the morning of the 28th of October, the boats of the Phaeton frigate, under the command of Lieutenant Beaufort and Huish, assisted by Lieutenant Duncan Campbell of the marines, boarded, and after an obstinate resistance, carried and brought out from under the fortress at Fangerolla, the San Josef Spanish armed ship, mounting 14 guns, completely found in small arms of every kind, and manned by 49 seamen, and 22 soldiers. In this conflict one man was killed; Lieutenant Beaufort wounded in the head, several flugs through his left arm and body; Lieutenant Campbell, several slight sabre wounds; Mr. Hamilton, midshipman, shot through the thigh, and one seamen, wounded. The enemy had 13 badly wounded.

In this month Leghorn, and the whole of Tuscany, again fell under the dominion of France.

On

On the night of the 23d of November, the crew of the Albanese bomb ketch rose upon Captain Newcombe, and having secured him and his officers, carried the vessel into Malaga.* A. D. 1800

On the 9th of December, the *Sir Thomas Paisley* armed brig of 16 guns, commanded by Lieutenant Nevin, was captured, after a very gallant resistance of two hours and a half, off Ceuta, and carried into Algeiras by a Spanish gun vessel of superior force. Mr. Nevin was wounded in three places, his master badly wounded, three men killed and eight wounded.

EVENTS IN EGYPT..

In the month of December, 1799, proposals were made by General Kleber† for the evacuation of Egypt; and it was agreed by him and the Grand Vizier, that the conferences should be held on board the *Tigre*. Accordingly, on the 21st of the above month, General Desaix and M. Pouffielgue, who had been appointed by General Kleber, plenipotentiaries, repaired on board the *Tigre*, and opened the conferences with Sir Sidney Smith, to whom the Grand Vizier had given power to treat. A gale of wind forced the ship to sea, where she continued 18 days; at her return, the plenipotentiaries were landed.

During their continuance on board the *Tigre*, the follow-

* See Captain Newcombe's court martial, occurrences Mediterranean, in the following year.

† On the 24th of August, 1799, Bonaparte left Egypt on his return to France; he was accompanied by General Berthier, Lannes, and Murat, generals of division; Marmont, general of brigade; Andreossi, general of artillery; the chief of brigade, Bessieres, who commanded the guides; the three philosophers, Bertholet, Monge, and Arnaud.

He left a letter for General Kleber, assigning his reasons for having so abruptly quitted the army, and appointing him commander in chief.

On the 13th of September Bonaparte arrived at Ajaccio, in the island of Corsica; and on the 7th of October reached Frejus Bay, near Toulon, having narrowly escaped the pursuit of some British cruizers, which chased for some hours the ship in which he was embarked. It is said, that in a council held when pursued, whether they should sail back to Corsica, or attempt to make the coast of France, Bonaparte said, "Be not alarmed, fortune will not abandon me, let us make directly for the coast."

A. D. ing propositions were made by the French plenipotentiaries to Sir Sidney Smith, for the evacuation of Egypt.

1800 " 1st. That the Porte restore to France all possessions which she may have taken from her during the war.

" 2d. That the relations between the Ottoman Empire and the French Republic, be re-established on the same footing as before the war.

" 3. That the French army evacuate Egypt, with arms and baggage, whenever the necessary means for such evacuation shall have been procured, and to withdraw to the ports which shall be agreed upon.

" *On board the Tigre, 8th Nivose, year 8th,*
(29th December, 1799.)

" POUSSIELGUE and DESAIX.

" (A true copy) SIDNEY SMITH."

Sir Sidney Smith, in answer, communicated the reply which he intended to lay before the Grand Vizier for his consideration, previous to its being laid before the French plenipotentiaries in due form.

Note delivered to the French Commissioners, in answer to their Note of the 29th of December, approved by the Grand Vizier.

" The Porte not having been the aggressive party in this war; and it having neither entertained views of aggrandizement, or of continuing the war, whenever she should have sufficient security for her existence, independence, and tranquillity, agreeably to the 8th article of the treaty of Great Britain, signed on the 5th of January, 1799; she has no objection to restoring things upon the same footing on which they were previously to the first attack by the French.

" 2d. French Commissioners sent by General Kleber, not having full powers from the French government to conclude a peace, they cannot of course neither stipulate any thing in her name, nor conclude a definitive treaty of peace. But to answer meanwhile to the first proposals made by the French army, the Porte hesitates not, respecting her former connections with France, to express her concern on her having been forced, by being attacked, to arm in her own defence,

defence. As the conquest of Egypt has hitherto been an obstacle to a general peace, the evacuation of the country must necessarily lead towards its being effected. The Sublime Porte, on her part, will endeavour, by every means in her power, to contribute to a general peace, by sending a minister plenipotentiary to any congress that may be held on the subject. On that account the whole world will be indebted to the moderation of General Kleber, and the army under his command.

“ 3. England’s guarantee of the Ottoman dominions, seems not to require a formal renewal, the treaty of the 5th of January being merely expressive of a former reciprocity of interests, which had regulated the behaviour of both powers against each other for many years, which continues to exist, and which naturally tends to consolidate their mutual relations and security.

“ 4. Though measures have been taken for surrounding the French army on all sides, yet its bravery, courage, and fame, remaining all unconquered, give them full right to believe that they may yet be able to resist for some time; they are therefore by no means in a situation that should oblige them to capitulate; they are fully entitled to retain their arms and baggage. The means to enable them to evacuate Egypt shall be procured to them. The ports of their destination cannot be any other but French; and such shall only be chosen as are subject to quarantine, which the security of France, and of all Europe, requires.

“ *On board the Tigre off Cape Carmel,*
30th of December, 1799.”

“ (Signed) SIDNEY SMITH.”

From the precarious situation of the French army, it was then judged necessary by General Kleber to hasten the termination of the negotiation, which was at length concluded, and signed on the 24th of January. By this convention it was stipulated, that the French army, with all its stores, artillery, baggage, &c. with the ships of war and transports at Alexandria, should be permitted to return to France unmolested by the allied powers. Upon Lord Keith’s receiving the articles of the above convention, he dispatched the following letter to General Kleber:

“ *Queen*

A. D.
1800

"Queen Charlotte, Feb. 8, 1800.

" Sir,

" I inform you, that I have received positive orders from his Majesty to consent to no capitulation with the French army under your command in Egypt and Syria, unless it lays down its arms, and surrenders itself prisoners of war, abandoning all the ships and the stores in the port and citadel of Alexandria to the allied powers; and that in case of such capitulation, I am not at liberty to allow any troops to return to France before they are exchanged.

" I think it also proper to inform you, that all ships having French troops on board, and sailing from that country, furnished with passports signed by others than those that have a right to grant them, will be forced by the officers of the ships which I command, to remain at Alexandria. In short, the vessels which shall be met returning to Europe with passports granted in consequence of a separate treaty with any of the allied powers, shall be detained as prizes, and all persons on board considered as prisoners of war.

" (Signed) KEITH."

This letter was given out in public orders to the French army, with the following remark from General Kleber.

" Soldiers! we know how to reply to such insolence—prepare for battle!"

" (Signed) KLEBER, the General of Division,
Chief of the Staff.

" (Signed) DAMAS."

The French instantly recommenced hostilities, and gained several advantages over the Turks; shortly after orders arrived from the British government to accede to the convention of El Arisch; but the French having made themselves masters of all the strong posts throughout the country, were resolved to persevere in their original object, by endeavouring to complete the conquest of Egypt.

LETTERS RELATIVE TO EGYPT.

Letter from the Russian Ambassador to Sir W. S. Smith.

Constantinople, Nov. 2, 1799.

" The Letters of the French General in Egypt to the Grand Vizier, having made the latter conceive the idea of
endeavouring

endeavouring to make them evacuate Egypt by the way of capitulation, the ministry here have requested from me the passports necessary for the safe return of the French troops to France, should the capitulation be really effected. I have thought it my duty to comply with the wishes of the Porte; and I have the honour of transmitting to you, inclosed, a copy of one of these passports.

“ I at the same time informed the Dragoman Frankini, when I ordered him to fill up these passports, that the capitulation, as well as the execution of it, could not have full effect without your concurrence and approbation; and that if any objections were made to my passports, it may be thrown aside, as your's alone would be equally respected by the ships of his Majesty, the Emperor, my master.

“ (Signed) M. TAMAIN.”

Letter from General KLEBER to Citizen POUSSIELGUE.

“ *Head Quarters at Cairo, 7th Ventose,
(Feb. 26, 8th Year.)*

“ I received your letter from Rosetta, dated the 2d of this month: I had already foreseen what had already taken place before Alexandria with the commandant of the new cruizers, and I immediately informed Mustapha Pacha of it. I expect the courier to return this day, and his answer will determine the nature of the official note, which I propose to send to him to morrow. As I do not see in this business but a misconception, arising from the command of the Mediterranean fleet having passed into other hands, I shall take advantage of the delay which this circumstance will necessarily occasion in our evacuation, to prolong my stay at Kahira and in the Delta, for the English government certainly means no more harm in all this than the Grand Vizier.

“ (Signed) KLEBER.”

Letter from Sir SIDNEY SMITH to Citizen POUSSIELGUE.

“ *On board the Tigre, March 8th, 1800.*

“ I lost not a moment to repair to Alexandria as soon as I could complete the provisioning of my ships, in order

A. D. 1800 order to inform you in detail, of the obstacles which my superiors have opposed to the execution of any convention, such as I thought it my duty, to agree to, not having received the instructions to the contrary, which reached Cyprus on the 22d of February, bearing date the 10th of January. As to myself, I should not hesitate to pass over any arrangement of an old date, in order to support what took place on the 24th and 31st of January; but it would be only throwing out a snare to my brave antagonists, were I to encourage them to embark; I owe it to the French army and to myself to acquaint them with the state of things, which however, I am endeavouring to change. At any rate I stand between them and the false impressions which have dictated a proceeding of this kind; and as I know the liberality of my superiors, I doubt not, that I shall produce the same conviction on their minds that I feel myself respecting the business which we concluded. A conversation with you would enable me to communicate the origin and nature of this restriction; and I propose that you should proceed on board an English frigate to the commander in chief in the Mediterranean, who has newly arrived, in order to confer with him on the subject. I depend much on your abilities and conciliatory disposition, which facilitated our former agreement, in order again to support my reasonings respecting the impossibility of revoking what has been formally settled, after a detailed discussion and mature deliberation. I then propose, Sir, that you should come on board, in order to consult on what is to be done in the difficult circumstances in which we are placed. I view with calmness the heavy responsibility to which I am subjected. My life is at stake—I know it; but I should prefer an unmerited death to the preservation of my existence by exposing both my life and my honour. I have the honour to be with perfect consideration and high esteem, Sir,

“ Your very humble servant,

(Signed)

“ SIDNEY SMITH.”

Letter

A.D.
1800*Letter from Citizen Poussielgue to Lord Keith.**On board the Constance,
13th Germinal (April 19th).*

“ My Lord,

“ At this moment of quitting Egypt to return to France, in virtue of the convention, signed at El-Arisch, I learned at Alexandria the obstacles which your orders had raised to the execution of that convention, although it had been partly carried into effect, with that good faith which the candour of the contracting parties must have inspired.

“ I resolved to proceed directly to you, my Lord, to request you to revoke your orders. I wish to explain to you all the motives that should induce you to adopt this measure; or if you cannot consent to what I desire, to solicit that you will send me immediately to France, in order that the French government may treat directly with the English government on this affair.

“ The lives of 50,000 men are at stake, who may be destroyed without any motive, since, according to the solemn treaty made with the English, Russians, and Turks, all hostilities had terminated.

“ I have not powers *ad hoc* for the step I have taken; but there is no necessity for claiming what would be considered as a right between nations the least civilised. The demand appears to me so just and so simple, and besides so urgent, that I have not thought it necessary to wait for the orders of General Kleber, who, I am certain, would not consent to the smallest modification of the treaty, though his fidelity in executing it has rendered his position much less advantageous.

“ At the moment we concluded the convention of El-Arisch under the simple pledge of English good faith, we were far from suspecting that obstacles would be stated by that same power, the most liberal of those with whom we had to treat.

“ For the rest, my Lord, I am not a military character, and all my functions have ceased. Two years of fatigue and sickness have rendered my return to my country indispensable. I aspire only to repose with my wife and children, happy if I can carry to the families of the French I left in

A.D. 1800 Egypt, the news that you have removed the only obstacle of their return.

(Signed)

“POUSSIELGUE.”

Letter from Lord Keith, to Poussielgue, dated April 23d.

“ I have given no orders or authority against the observance of the convention between the Grand Vizier and General Kleber, having received no orders on this head from the king's ministers. Accordingly I was of opinion that his Majesty should not take part in it; but since the treaty has been concluded, his Majesty being desirous of shewing his respect for his allies, I have received instructions to allow passage for the French troops, and I lost not a moment in sending to Egypt orders to permit them to return to France without disturbance. At the same time I thought it my duty to my king, and those of his allies, whose states lie in the seas through which they are to pass; to require that they should not return in a mass, nor in ships of war, nor in armed ships. I wished likewise that the cartels should carry no merchandize, which would be contrary to the law of nations. I have likewise asked of General Kleber, his word of honour, that neither he nor his army, would commit any hostilities against the coalesced powers, and I doubt not that General Kleber will find the conditions perfectly reasonable.

“ Captain Hay has received my orders to allow you to proceed to France with Adjutant General Cambis, as soon as he arrives at Leghorn.

(Signed)

“KEITH.”

From General Menou, to Sir Sidney Smith.

“ *Head Quarters at Cairo, 1st Messidor, 8th Year of the French Republic, one and indivisible.*

“ Menou, commander in chief to Sir Sidney Smith, commanding his Britannic Majesty's ship Tigre.

“ I have received, Sir, the letter which you have done me the honour to write from on board the Tigre, off Rhodes, on the 9th of June. As the execrable murder committed on the commander in chief, Kleber, has deprived

prived the French army of their leader, I have undertaken to command them. A. D. 1800

“As your allies the Turks could not conquer the French at El Arisch, they made use of daggers—which dastards alone employ to be revenged.

“A Janissary, sent from Gaza, forty-two days ago, has been chosen to perpetrate this horrid act. The French wish to believe that the mussulmen are only guilty. The murder shall be made known to all nations, who all have the same interest to revenge it. The conduct which you, Sir, have yourself observed respecting the convention concluded at El Arisch, plainly shews me how I must act. You demand the ratification of your court; and I too must demand that of the consuls, who now govern the French republic, for all the treaties that may be concluded between the army under my command, the English and their allies. It is now the only legal and authentic method to be adopted in negociations. I, too, detest the horrors of war, like you, Sir, and wish to see an end to the misery it occasions; but I will in no respect act any wise contrary to the honour of the French republic and her armies. I am perfectly convinced that you entertain the same sentiments of good faith, honour, and morality, which ought to characterise treaties concluded between nations.

“The French republicans are strangers to those stratagems of war, of which Mr. Morris’s papers make mention. They know no other rule of conduct, but courage in battle, generosity after victory, and the strict observance of treaties.

“One hundred and fifty Englishmen are prisoners of war here.* Had I only listened to republican generosity, I would have sent them back without considering them as prisoners, for they have been taken on the coast of Egypt, and without arms, and I am convinced that the consuls would have approved of my conduct. But your allies, the Turks, detain the citizen and chief of brigade Baudet, adjutant of General Kleber, though his person ought to have been sacred, even to barbarians, for he went on a parley.

“I have thus been forced against my will and inclination, to use reprisals against your countrymen; but they

* Alluding to the officers and crew of his Majesty’s ship, *Cormorant*, which was wrecked on the coast.

A. D. 1800 shall be released the moment citizen Baudet shall have reached Damietta. He shall there be exchanged for Mustapha Pacha, and other Turkish commissaries. If, as I make no doubt, you possess influence with your allies, this affair will soon be settled. Your honour is interested in it, and it concerns 150 of your countrymen.

“ I have the honour to repeat to you, Sir, that with an enthusiastic joy, I shall see terminate a war, which has so long disturbed the whole world. It behoves the French and English nations, to esteem and not to destroy each other; but if they treat together, it must be on conditions equally honourable to both, and equally conducive to their respective welfare.

“ Please to accept, Sir, of the most sincere assurances of my esteem and respect.

“ I have the honour to be, &c.

(Signed)

“ ABDULLA BEY J. MENOU.”

Sir Sidney Smith's Answer to the foregoing Letter.

“ To General Menou, Commander in Chief
of the French Army in Egypt.

“ Tigre, off Joppa, June 22d, 1800.

“ General,

“ I received this evening the letter, dated the 20th of June, which you have done me the honour to write me. At the moment at which I expected to see General Kleber, under the most fortunate and favourable auspices, I learn with the highest chagrin, and with the greatest grief, his tragical death. I immediately communicated to the Grand Vizier, and to the Ottoman ministers, in the terms in which you communicated to me this melancholy event, and nothing but the certainty and the details with which you gave me this intelligence could have induced their excellencies to believe it.

“ The Grand Vizier formally and officially declared to me, that he had not the least knowledge of those who committed this assassination; and I am very sure that his declaration is true and sincere; and without entering into the details of this melancholy event, which gives me inexpressible uneasiness; I shall content myself with replying to the articles of your letter which treat of our affairs.

“ If

“ If the Grand Vizier has detained in his camp the aid-de-camp Baudet, who was sent to him at Jebill il Illam, it is because his excellency did not think it right to suffer any person to depart from his camp at the moment when he saw himself surrounded by his enemies. Baudet was retained at Jebill il Illam, as the Turkish officers, destined to serve as hostages reciprocally with him, were retained at Cairo. A.D. 1800

“ This aid-de-camp has been sent to the Ottoman fleet to be exchanged as you desired, and in the mean time, his excellency the Captain Pacha having arrived here, his absence from the fleet has caused the desired exchange to be put off. When his excellency shall have returned to his fleet, as the aid de-camp Baudet is before Alexandria, the business of the exchange may be concluded if you think it proper. But I do not see why you should make it to depend upon an affair which only concerns you and the Porte, the setting at liberty of 150 English, who were shipwrecked at cape Brulos. I expect from your good faith, and from your justice, that according to the regulations agreed upon between our two nations for the reciprocal exchange of our prisoners, which we are authorised to carry into effect, you will permit the return of Captain Bretal,* his officers and crew.

“ The promises which you make me in the hope of reciprocal ones being made by me, cannot be applied to the circumstance, and I think it superfluous to offer you in return the promise of my good offices in favour of a person who finds himself in a disagreeable situation which I myself have experienced. I am persuaded that the Grand Vizier will give the stamp of his generous and high approbation to all the honourable proceedings we may have one with another. The stratagems of war are unknown both to you and to us; and besides, that, I shall continue to comport myself towards you with the same frankness, and the same good faith that I have hitherto done, I shall earnestly employ all my efforts to prevent any person with whom I have any influence, from holding a conduct contrary to these principles. Be persuaded that the hostile disposition which has been announced by the first opposition to the execution of the treaty, and which has acquired

* I rather suppose the Hon. Captain Boyle.

A.D. 1800 both extent and publicity, may be done away by the means which the present circumstances will furnish to the two parties of corresponding and mutually understanding each other, and that in the end we shall be united by the bonds of sincere friendship. In the mean time we shall carry on war with the means which we have hitherto employed against you, and with those farther ones which we can procure, and we shall endeavour to render ourselves worthy of the esteem of your brave troops.

“ The hostilities which you have committed without waiting for the reply of Lord Keith, who was not acquainted with the convention for the evacuation of Egypt, have served as the rule of our conduct. I had not asked of my court its ratification. I had only endeavoured to obviate some unforeseen difficulties which opposed themselves to the return of the French troops into their country.

“ General Kleber, in the last preliminaries which were stopped, not having made it understood that the treaty which was to follow, would require the ratification of the consuls who now govern France; this condition which you put into your preliminaries appears to be a refusal to evacuate Egypt, and the Grand Vizier has charged me to demand from you on this subject, a clear and precise answer. You desire as well as me the termination of the calamities of war which desolate the whole universe.

“ It is in your power to remove one of the obstacles which oppose the conclusion of peace, by evacuating Egypt on the conditions agreed upon by General Kleber; if you refuse this, we will employ all our means, and all those of our allies, to oblige you to some conditions which may not be so advantageous for you. I cannot dissemble to you how much the discharge of this duty will cost me; but the evacuation of Egypt, being a point so interesting to the good of humanity, the way of conferences and correspondence for making the necessary dispositions for this purpose is always open.

“ As the admiral under whose orders I act, is at a distance from me, I am authorised to subscribe to such arrangements as circumstances may require; and though under the present circumstances I am not in the situation of making any new proposition, yet I am ready to listen to any which you may be disposed to make to me; and I can officially assure you, that I will use every means in my power

power to oppose every inconsiderable step, and every vexatious opposition, from whatever quarter it may proceed. A. D. 1800

“ I will strictly perform the precise instructions of my Court: I know its principles are founded on the most exact equity and justice. My conduct shall strictly conform to these principles; and all my efforts shall be employed in performing my duty, and promoting its interests. As it is not yet certain to what part I am going, I must beg you to send your answer by two couriers, one to Alexandria, and the other to Jaffa, at the camp of the Grand Vizier.”

Sir Sidney Smith having been apprized that a young man of the name of Thevenard was among the miserable captives held by the Turks; and knowing that his father was a man of respectability at Toulon, interested himself for his release, in which he proved successful. Sir Sidney Smith ordered an aviso to convey him in safety from Rhodes, and on his arrival sent him the following note of invitation.

Commodore Sir SIDNEY SMITH, to Captain GABRIEL THEVENARD.

“ *On board the Tigre, June 15, 1800.*

“ M. Thevenard is requested to come and dine with Sir S. Smith on board the Tigre this day at three o'clock. Sir Sidney takes the liberty to send some clothes, which he supposes a person just escaped from prison may require. The great coat is not of the best; but excepting English naval uniforms, it is the only one on board the Tigre, and the same Sir Sidney Smith wore during his journey from the Temple till he reached the sea. It will have done good service, if it again serves a similar purpose by restoring another son to the arms of his aged father, dying with chagrin.”

Sir Sidney Smith's generosity and humane conduct were still farther extended to this young man; he supplied him with all kind of necessaries, with money, and with recommendations to his brother, and several respectable people at Constantinople.

A.D.
1800

NORTH AMERICA.*

In June, Vice Admiral Sir William Parker arrived and took the command of the squadron.

A great number of privateers were fitted out this year by the merchants and traders in Nova Scotia, several of which were very successful, particularly the brig *Rover*, of 14 four pounders, and 55 men, commanded by Captain Godfrey, fitted out at Liverpool, in the above Province, and sailed on a cruise the 4th of June; the success of which is related as follows by her active and gallant commander.

“ On the 17th of the same month (June) in latitude 23° north, and longitude 54° west, we fell in with six sail of vessels, whom we soon discovered to be enemies, one being a ship, with four brigs and a schooner; the schooner shewed 16 guns, one of the brigs 16 guns, and another six guns: these six vessels drew up close together, apparently with an intention of engaging us. On consulting with my ship's company, we determined to bear down and attack them; but so soon as the enemy perceived our intentions, they, by signal from the schooner, dispersed, each taking a different course before we got within gun shot of them. After a few hours chase, we took possession of the ship and one of the brigs: the ship proved an American, bound from the South Seas, laden with oil; and the brig an American, laden with wine, from Madeira: from them we learned that they had been captured some short time before by a French privateer, which was the schooner in company; that she mounted 16 guns, two of which were nine pounders, and the rest sixes, and carried 155 men; and that the other three were American vessels which she had taken, one of which was from the East-Indies. Night coming on, we were prevented taking any more of them.

“ On the 10th of September, being cruising near to Cape Blanco, on the Spanish Main, we chased a Spanish schooner on shore, and destroyed her. Being close in with the land and becalmed, we discovered a schooner and three gun boats under Spanish colours making for us; a light breeze springing up, we were enabled to get clear of the land, when it fell calm, which enabled the schooner and gun-boats, by the help of a number of oars, to gain fast upon us, keeping up at the same time a constant fire from

* Appendix, Chap. II. No. 406.

their

their bow guns, which we returned with two guns pointed from our stern; one of the gun-boats did not advance to attack us. As the enemy drew near, we engaged them with muskets and pistols, keeping with oars the stern of the Rover towards them, and having all our guns well loaded with great and small shot ready against we should come to close quarters. When we heard the commander of the schooner give orders to the two gun-boats to board us, I waited to see how they meant to attack us; and finding the schooner intended to board us on the starboard quarter, one of the gun-boats on our larboard bow, and the other on our larboard waist; I suffered them to advance in that position until they came within about fifteen yards, still firing on them with small arms and the stern guns: I then manned the oars on the larboard side, and pulled the Rover round, so as to bring her starboard broadside to bear athwart the schooner's bow, and poured into her a whole broadside of great and small shot, which raked her deck fore and aft, while it was full of men ready for boarding. I instantly shifted over to the other side, and raked both gun-boats in the same manner, which must have killed and wounded a number of those on board of them, and done great damage to their boats. I then commenced a close action with the schooner, which lasted three glasses; and having disabled her sails and rigging much, and finding her fire grow slack, I took advantage of a light air of wind to back my head sails, which brought my stern on board of the schooner, by which we were enabled to board her and carry her, at which time the gun-boats sheered off, apparently in a very shattered condition.

" We found her to be the Santa Ritta, mounting 10 six pounders and two twelve pound carronades, with 125 men. She was fitted out the day before by the governor of Porto Cavallo, with the gun-boats, for the express purpose of taking us; every officer on board her was killed, except the officer who commanded a party of 25 soldiers; there were fourteen dead on her deck when we boarded her, and seventeen wounded; the prisoners, including the wounded, amounted to seventy-one.

" My ship's company, including officers and boys, was only forty-five in number, and behaved with that courage and spirit which British seamen always shew when fighting the enemies of their country. It is with infinite pleasure I
add

A.D.
1800

A.D. 1800 add that I had not a man hurt; from the best accounts I could obtain, the enemy lost 54 men.

“The prisoners being too numerous to be kept on board, on the 14th ult. I landed them all except eight, taking an obligation from them, not to serve against his Majesty till regularly exchanged. I arrived with my ship's company in safety this day at Liverpool, having taken during my cruize the before mentioned vessels; together with a sloop under American colours, bound to Curacocoa; a Spanish schooner bound to Porto Cavallo, which have all arrived in this Province: besides, I destroyed some Spanish launches on the coast.”

LEEWARD ISLANDS.*

Vice Admiral Lord Hugh Seymour commanded on this station until July; when being relieved by Rear Admiral Duckworth, he proceeded to take the command at Jamaica.

On the 3d of February a very smart action was fought off Guadaloupe between the Constellation American frigate, of 38 guns, commanded by Captain Thomas Truxton, and a large French frigate of 54, in which the latter was so much worsted that she made off, having carried away the Constellation's main-mast, and done her other considerable damage, with 14 men killed and 25 wounded.

It appeared afterwards that the ship engaged with the Constellation, was La Vengeance, of 50 guns, and 500 men, as she arrived on the 6th in a most shattered condition at Curracoa, with the loss of 150 men killed and wounded.

On the 10th of August, at night, the Dromedary store-ship, having on board the 2d West-India regiment, was wrecked on her passage to Trinidad. The number of persons on board were about 500, who were all saved by the resolute exertions and manly conduct of Captain Taylor and his crew.

His Majesty's ship El Galgo, foundered on her passage to England; her commander and crew, excepting two officers and 23 men, perished.

* Appendix, Chap. II. No. 407.

*List of the Officers drowned in El Galgo.*A.D.
1800

Captain G. S. Stoven,	Mr. Edwards, gunner,
Lieutenant Barnes,	Mr. Roberts, boatswain,
Mr. Gibson, surgeon,	Mr. Houghton, master's mate,
Mr. Roberts, purser,	Mr. Simpson, carpenter.

List of Passengers drowned.

Mr. Grimshaw, of Martinique,	A French lady,
Mr. Poyneer, do.	A serjeant and 11 privates of the 11th regiment,
Mr. Osborne, of Antigua,	Two soldiers wives.
Rev. Mr. Ross, Jamaica,	

List of Persons saved.

Mr. T. Forrest, master, and 23 men.	Mr. T. Clark, midshipman,
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On the 7th of October Lieut. Croyndon Boger, in the Gipsy schooner, of 10 four pounders, and 42 men, employed as a tender to the Leviathan, fell in with off the north end of Guadaloupe, a French armed sloop, which, after a very gallant and severe conflict he compelled to strike, though so much his superior in point of force. She proved to be Le Quiproquo, mounting eight guns, six and nine pounders, with 98 men, 80 of whom were Guadaloupe chasseurs and cannoneers, commanded by M. Tourpié, formerly a capitaine de Vaisseau, who, with four of his men were killed, and 11 wounded.

The Gipsy had one man killed; Lieutenant Boger and ten wounded.

JAMAICA.*

On the 14th of March, Captain J. W. Loring, being on a cruize off St. Jago de Cuba, discovered a privateer schooner on shore. Lieutenant Lane was dispatched with the boats to bring her out; but the enemy having taken post on the two heights at the entrance of the bay, from whence they kept up so brisk a fire, the boats were repulsed, and Lieutenant Lane killed.

Captain Loring determined to persevere in his attempt to dislodge the enemy, and either take or destroy the

* Appendix, Chap. II. No. 408.

schooner,

A.D. schooner, landed Lieutenant Pasley, with a party of men in
1800 a bay about ten miles distant, to march round and attack the enemy in the rear, whilst he himself went in the boats to attack them in the front. Before Captain Loring got into the Bay, Mr. Pasley had executed his orders with such alacrity and judgment, as to have driven the enemy from their position, and destroyed the schooner: she mounted two guns, with a great quantity of small arms.

On the 13th of April, Mr. William Buckley, master of the Calypso sloop of war, having been sent by Captain Baker, in the cutter armed, to cruise close under Cape Tiboron, for the purpose of intercepting any of the enemy's small vessels which might attempt to get along shore, at eleven o'clock at night discovered a schooner becalmed under the land, and pulled immediately for her: when the boat approached within hail, she was desired to keep off; and upon their not complying, a discharge of musketry commenced upon them, under which they gallantly boarded; and after a short, but smart conflict, carried the schooner and brought her off, with only one man wounded, and seven dangerously on the part of the enemy. She was named *La Diligente*, of six guns, and 39 men.

On the 20th of August, the *Seine*, of 42 guns, commanded by Captain David Milne,* being on a cruise off St. Domingo, observed a large ship standing to the northward through the Mona Passage, to which he instantly gave chase, and by sun set got so near up as to perceive she was a large French frigate. It was near midnight before Captain Milne could bring her to action, and then not so close as he could wish, the enemy constantly bearing up and keeping him at long shot, which considerably damaged the *Seine* in her rigging, sails, &c. The ships now separated for some time, which gave Captain Milne an opportunity to repair the damage he had sustained: this being completed, on the morning of the 21st he was able to bring her to close action, which was bravely maintained on both sides for an hour and a half, when an officer came out on her bowsprit, (the only place he could be seen from, owing to the mass of confusion by the loss of her fore-mast, mizen-

* Captain Milne was second lieutenant in the *Blanche* when she captured *La Pique*, and the officer who swam on board to take possession of her, not being able to put a boat in the water.

mast, and main top-mast, having fallen on board,) and said they had struck to the British flag. She was immediately taken possession of, and proved to be the Vengeance, commanded by Citizen Pitot, capitaine de Vaisseau, mounting 28 eighteen pounders on the main deck, 16 twelve pounders, and eight 42 pound carronades on her quarter-deck and fore-castle, and brass swivels on the gunwale, with shifting guns on the main and quarter-decks. The Vengeance was the ship which had engaged the Constellation American frigate off Guadaloupe in February. The loss sustained on board the Seine, was Mr. George Milne, second lieutenant, and 12 men killed. Mr. Archibald Macdonald, lieutenant of marines, who was taken down wounded, and when dressed came up again to his quarters; but soon after receiving a second wound, he was obliged to be taken below; Mr. Andrew Barclay, master; Mr. Horne, captain's clerk, and 26 wounded.

The loss of the enemy was very considerable, but could not be ascertained. It was generally believed her complement of men was 453, and when taken possession of there were not more than 291 on board.

On the 11th of September, Captain Frederick Watkins, of the Nereide frigate, being off Amsterdam, the principal port in the island of Curacoa, was given to understand that the Dutch inhabitants wished to claim the protection of his Britannic Majesty; and that the French, who had about 1500 men on the island, threatened to storm the principal fort that night. Captain Watkins accordingly pushed for the harbour, and having landed a detachment of his men, took possession of the forts; this, together with the appearance of the frigate to support them, obliged the French to retire to the west side of the island, which they totally evacuated by the 22d. The following articles of capitulation were agreed upon between the governor and Captain Watkins, for the submission of the whole island and its dependencies, to his Britannic Majesty.

The vessels of various sizes found in the harbour of Curacoa, consisted of eight belonging to Holland, eight to Denmark, seven to America, eleven to France, seven to Spain, and three English prizes.

Articles

A.D.
1800

A.D. 1800 *Articles of Capitulation agreed between Frederick Watkins, Esq. Captain of his Britannic Majesty's Ship Nereide, now off the harbour of Curacoa, and Johan Rudolph Laussier, Governor (interim) of the said Island, and its Dependencies, and Commander in Chief of all the Armed Force of the said Island.*

“ Namely, that the said island of Curacoa, and its dependencies, shall surrender, and be placed under the immediate protection of his Britannic Majesty, in conformity to the following articles.

“ Art. I. The island of Curacoa and its dependencies, shall be placed under the protection of his Britannic Majesty, and shall peaceably and quietly submit to the government of his said Majesty.

“ Answer—Agreed to.

“ Art. II. The inhabitants of this island and its dependencies, shall enjoy perfect security in their persons and properties, and the full exercise of their religion, except such as shall appear to belong to the subjects of the powers now actually at war with Great Britain; such property only excepted as was on board the vessels in the harbour of the 10th instant.

“ Answer—Agreed to.

“ Art. III. All ships and vessels of war that may be in the harbour; and all artillery, warlike stores, ammunition, &c. that may be found in the forts and public magazines, and all property of whatsoever nature it may be, belonging to the Batavian Republic, shall be delivered up to his Britannic Majesty in the state in which they now are; and officers shall be appointed on each side by the joint parties to take inventories thereof.

“ Answer—Agreed to.

“ Art. IV. All debts due by the government of this island, shall be punctually paid out of the revenue of the said island.

“ Answer—Agreed to.

“ Art. V. No alteration shall be made in the established laws of the said island, except such as in future may be found necessary for mutual benefit or safety, and which must be regulated by the concurrence of both parties.

“ Answer—Agreed to.

“ Art.

“ Art. VI. During the time this island may remain under the protection of his Britannic Majesty, or in case this island and its dependencies should at the conclusion of the war, remain in the possession of Great Britain, the inhabitants of the said island and its dependencies shall enjoy the same rights and privileges as his Majesty's subjects in the West Indies. A.D.
1800

Answer—Agreed to.

“ Art. VII. The laws heretofore observed, respecting the property shall remain in full force.

“ Private—As it is impossible for the inhabitants of the said island and its dependencies to subsist without a free intercourse with the Spanish main, the ports of Curacoea and its dependencies shall be open to all Spanish vessels.

“ Answer—Agreed to be allowed the same free trade as island of Jamaica.

“ Signed, sealed, and ratified in the presence of Cornelius Spencer, and E. A. Van Eck, on the part of Johan Rudolph Lauffer; and in the presence of John Lewis Marsh, on the part of Frederick Watkins; at the port of Amsterdam, in the island of Curacoea, this 13th of September, 1800.

(Signed)

“ J. Rud. LAUSSER,
FRED. WATKINS.
W. RIDLEY, Sec.

On the 27th of December, a court martial was assembled and held on board his Majesty's ship Carnatic, in Port Royal harbour; to try Captain Joseph Bingham, his officers and ship's company, for having got his Majesty's ship America on the Formigas shoal, on Saturday at two o'clock, the 13th of December.

The court was composed of the following members.

President.

Captain John Ferrier.

Captains.

Wm. Henry Bayntum,

Robert Plampin,

Isaac Wolley,

Charles Grant.

C. W. Penrose,

Joseph Larcom,

Robert Philpot,

O. H. Galway, Esq. Deputy Judge Advocate.

The

A.D. 1800 The court having gone through the whole of the evidence, was of opinion that the sole cause of the above accident is, the great errors in the charts on board the ship, particularly a French chart in the year 1787, and that published by Hamilton Moore, in the year 1784.

And it appeared to the court, that Captain Bingham was proceeding perfectly consistent with the order produced, and under which he was acting, and that the courses steered were such as would have taken his Majesty's ship a considerable way to the northward of the Formigas; had that shoal been nearly situated as that laid down in the charts above-mentioned.

And the court was of opinion, that no blame was attached to Captain Bingham, his officers and ship's company of the *America*, for the said accident; and that after the ship struck, every possible exertion was made by Captain Bingham, his officers and ship's company, for her preservation.

COAST OF AFRICA AND CAPE OF GOOD HOPE.*

In the month of April, Goree with its dependencies, surrendered to the squadron under the command of Captain Sir Charles Hamilton.†

Vice Admiral Sir Roger Curtis commanded at the Cape of Good Hope, and gave the greatest protection to the trade by the judicious arrangement of his squadron.

On the 4th of August, Captain Rowley Bulteel, of his Majesty's ship *Belliqueux*, on his passage out with the East India convoy, at day-light in the morning discovered four sail; which at first hauled their wind and stood towards him; but soon perceiving the force of their chase, bore up under a press of sail and separated.

Captain Bulteel pursued the largest, which at half past five in the afternoon of the 5th, he came up with, and after firing a few guns, struck; she proved to be *La Concorde*, French frigate of 44 guns, and 444 men, com-

* Appendix, Chap. II. No. 409.

† Ships.	Guns.	Commanders.
Ruby,	64	S. Ferris.
Melpomene,	44	Sir Cha. Hamilton.
Magnanime,	44	W. Taylor.

manded

manded by Citizen Jean François Landolphe, Capitaine de Vaisseau and Chef de Division. A.D. 1800

The same evening, La Médée of 36 guns, and 315 men commanded by Citizen Daniel Condein, struck her colours to the Bombay Castle, Captain John Hamilton, and the Exeter, Captain Henry Meriton.

The other French frigate, La Franchise, of 42 guns and 380 men, commanded by Citizen Pierre Jurien, was closely pursued by the Coutts, Captain Torin, and the Neptune, Captain Spens, but night coming on, and throwing overboard part of her guns, boats and booms, she effected her escape; with an American schooner, their prize, fitted as a cruiser.

These frigates were part of a squadron which had sailed from Rochfort the 6th of March, 1799, and had committed great depredations on the coast of Africa.

EAST INDIES.*

Vice Admiral Rainier still commanded in India; towards the latter end of the year he dispatched Rear Admiral Blanket with a squadron to the Red Sea, where he was sent to convoy a body of troops under the command of Major General Baird, to co-operate with the British army in Egypt.

His Majesty's schooner, Providence, commanded by Lieutenant Mayo, whilst lying at Whampoo, had her cables cut two or three times during the night. Her commander irritated at these repeated robberies, gave orders, that the first boat that approached near the vessel, with the supposed intention of cutting the cables, should be fired upon.

On the 11th of February, this order was unfortunately executed, and a young Chinese fifteen years of age, who was in the boat, was shot, and wounded in the shoulder.

The Viceroy of the provinces of Canton and Quangsi, ordered the collector of the customs, to publish on the 14th, an edict, by which the English were accused of having drowned one man and wounded another. It was conjoined the president of the cohengists, the society of traders

* Appendix, Chap. II. No. 419.

A.D. 1800 to communicate its contents to Mr. Hall, chief of the English Factory, and demand from him that the guilty should be given up to justice.

Just at this time, his Majesty's ship Madras, arrived from Mocao; and the matter being represented to Captain Dilkes, he prevailed on the traders of the factory to carry a letter to the Viceroy. This step unexampled at Canton, was contrary to all ordinary customs. The letter was however favourably received.

Captain Dilkes complained of the robbery which had been committed, demanded an impartial examination, and prayed his excellency to consider the affair as a national business, and having no connection whatever with the East India company. The Viceroy did not consent to this last demand; but he sent a confidential mandarin to confer with Captain Dilkes and Mr. Hall. The parties concerned on both sides, were present at the interview. The Viceroy at last decided, in conformity with the Chinese custom, that the affair should be carried before an inferior tribunal, in order to be finally brought before a superior court.

Captain Dilkes, with the guilty person, a witness, and Mr. Staunton, in quality of interpreter, went into the town, where the people treated them with much indignity. After having waited for several hours for the criminal judge of the province, they were brought into court. Captain Dilkes insisted on the mate (who was the one accused) being examined. The judge refused, saying, that English sailors could not be believed; he added, that if the wounded person survived forty days, the laws of China only ordered banishment, and that the magistrates would pass over this sentence in consideration that the guilty person was a foreigner.

Captain Dilkes persisting in demanding the examination of the sailors, and having unfortunately raised his voice higher than what is permitted by the regulations of the courts in China; immediately the judge made a signal to his officers, who seized Captain Dilkes by the shoulders and pushed him violently out of the court; as was also Mr. Staunton.

Some days after, as the young man was likely to recover from his wound, the Viceroy sent word to Captain Dilkes, that in consideration of the friendship subsisting between
the

the English and the Chinese, he had dispensed with the execution of the law. A.D. 1800

On the 9th. of August, the Wellesley armed store ship of 22 guns, manned chiefly with Lascars and Chinamen, commanded by Captain Gordon; and laden with provisions and stores for the fleet in India, and at the Cape; having parted company with his Majesty's ship *Belliqueux*; was attacked by a French Frigate of 36 guns, which after a severe contest Captain Gordon obliged to sheer off much disabled.

On the 9th of October, the Kent East-Indiaman, being off the Sand heads on her passage to Bengal, fell in with and was attacked by *Le Con fiance* French privateer of 26 guns, 250 men, commanded by M. Surcouff. The battle was maintained with infinite bravery by Captain Rivington, for one hour and forty minutes, during which time the ships were frequently on board each other; at length the great superiority which the enemy had in numbers of men and musquetry, from which they kept up an incessant fire; the Kent was carried by boarding, at this time Captain Rivington after the most manly conduct in the defence of his ship fell; twelve of his gallant companions also were killed, and 42 wounded. So dreadful a carnage was attributed to Captain Sourcouff having made most of his crew drunk, and a promise of one hour's plunder, if they should succeed; the consequence was, that these savages gave no quarter, putting to death all who came in their way either with or without arms, and extended their brutal rage even to stab the sick in their beds.

On the 22d of November, a very spirited and gallant action was fought near Muscat, between the East India company's armed snow *Intrepid*, commanded by Captain Hall, and a French privateer superior in force. After a severe and bloody conflict, the enemy sheered off, leaving the *Intrepid* too much crippled to follow her.

Captain Hall was mortally wounded, two seamen killed, Lieutenants Smee and Best, with three Europeans and 18 Lascars wounded.

A. D.
1801

Supplies granted by Parliament for the Sea Service.

Number of Men, 135,000, including 30,000 marines.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For wages and victuals, -	5,062,500	0	0
Wear and Tear, - -	4,500,000	0	0
Ordnance - - -	337,500	0	0
Ordinary, &c. - - -	637,900	0	0
Extraordinaries, &c. - - -	733,000	0	0
Transport service, - - -	1,445,718	14	6
Maintenance of prisoners of war,	155,000	0	0
Voted the preceding year for three lunar months, - - -	2,928,382	0	0
Total supplies for the navy,	15,800,000	14	6
Total supplies for the year,	42,197,000	0	0

Flag Officers employed.

Portsmouth.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
Mark Milbank, Esq.	Ad. of the White,	Royal William	84
John Halloway, Esq.	R. Ad. of the White,	no particular ship	

Plymouth.

Sir T. Pasley, Bt.	Ad. of the Blue.	Cambridge	84
J. R. Dacres, Esq.	R. Ad. of the Red,	no particular ship	

Channel Fleet.

Earl St. Vincent,	Ad. of the White,	Ville de Paris	110
Sir Hyde Parker, Kt.	Ad. of the Blue,	Royal George	110
Hon. W. Cornwallis,	Ad. of the Blue,	Ville de Paris	110
Sir H. Harvey, K. B. V.	Ad. of the Red,	R. Sovereign	110
J. Gambier, Esq. V.	Ad. of the White,	Neptune	98
Sir A. Mitchell, K. B. V.	Ad. of the White,	Windfor Castle	98
Lord Nelson, K. B. V.	Ad. of the Blue,	St. Joseph	120
Sir C. Cotton, Bt. R.	Ad. of the Red,	Prince George	98
Sir E. Gower, Kt. R.	Ad. of the Red,	Princess Royal	98
C. Collingwood, Esq. R.	Ad. of the Red,	Barfleur	98
J. H. Whitshed, Esq. R.	Ad. of the Red,	Temeraire	98
Sir R. Calder, Bt. R.	Ad. of the White,	Pr. of Wales	98
		E. Thorn-	

*E. Thornborough, Esq. R. Ad. of the Blue,	} Mars	74	A.D. 1801
*Sir J. Saumarez, Bt. R. Ad. of the Blue, Cæsar,		80	
G. Campbell, Esq. R. Ad. of the Blue, Temeraire		98	

North Sea and Baltic.

Sir Hyde Parker, Kt. Ad. of the Blue,	London	98
A. Dickson, Esq. Ad. of the Blue,	Prs. of Orange	74
Lord Nelson, K. B. V. Ad. of the Blue,	St. George	98
T. Graves, Esq. R. Ad. of the White,	Defiance	74
T. Totty, Esq. Rear Ad. of the Blue,	Zealous	74

Downs.

S. Lutwidge, Esq. Ad. of the Blue,	Overyffel	64
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Nore.

A. Græme, Esq. V. Ad. of the White,	Zealand	64
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Ireland.

Lord Gardner, Ad. of the Blue,	no particular ship	
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Mediterranean.

Lord Keith, K. B. Ad. of the Blue,	Foudroyant	80
Sir R. Bickerton, Bt. R. Ad. of the White,	} Swiftsure	74
Sir J. B. Warren, Bt. K. B. R. Ad. of the White,		
Sir J. Saumarez, Bt. K. B. R. Ad. of the Blue	} Cæsar	80
Sir C. M. Pole, Bt. V. Ad. of the Blue,		
	St. George	98

Halifax.

Sir W. Parker, Bt. V. Ad. of the Red,		
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Newfoundland.

C. M. Pole, Esq. V. Ad. of the Blue,	Agincourt	64
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Leeward Isles.

Sir J. T. Duckworth, K. B. R. Ad of the Red,	} Leviathan	74
T. Totty, Esq. R. Ad. of the Blue,		
	Saturn	74

* Commanded alternately the squadron employed to watch the motions of the enemy in Brest, and sometimes anchored off the Black Rocks.

A. D.
1801

Jamaica.

Lord H. Seymour, V. Ad. of the Blue,	Sans Pareil	84
R. Montagu, Esq. R. Ad. of the White,	} Carnatic	74

Cape of Good Hope.

Sir R. Curtis, Bt. V. Ad. of the Red,	Lancaster	64
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East Indies.

P. Rainier, Esq. V. Ad. of the Blue,	Suffolk	74
J. Blanket, Esq. R. Ad. of the Red,	Leopard	50

From Beachy-head to Orfordness.

Visc. Nelson, K. B. V. Ad. of the Blue,	Medusa	36
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On the 21st of February, the Hon. Admiral Cornwallis was appointed to command the Channel fleet, in the room of Earl St. Vincent, promoted to be first Lord of the Admiralty.

Captain J. Sutton was at the same time appointed first Captain to the fleet; vice Sir Thomas Troubridge, Bt. to be a Lord of the Admiralty.

In February, Sir Hyde Parker, hoisted his flag on board the London, to command in the Baltic. Captain William Domett, appointed captain of the fleet.

Vice Admiral Lord Nelson * hoisted his flag on board the St. George, as second in command of the Baltic fleet; in May succeeded to command; in June he resigned the command; in July, appointed to command a squadron for the defence of the coast from Orfordness to Beachy-head; also the sea-fencibles within that district.

Rear Admiral Thomas Graves † hoisted his flag on board the Defiance, as third in command of the Baltic fleet. Upon the resignation of Sir Hyde Parker, he shifted his flag to the London.

Rear Admiral Thomas Totty, hoisted his flag on board the Invincible, to command a division of the Baltic fleet, but that ship being lost, he hoisted it on board the Zealous, when his services were no longer required in those seas,

* On the 19th of May, was created a Viscount of Great Britain, for his services in the Baltic.

† On the 19th of May, invested with the Order of the Bath for his services in the Baltic.

he joined the Channel fleet; and in December was sent out in the Saturn to the West Indies. A.D. 1801

In July Rear Admiral Whitshed struck his flag, and Rear Admiral Campbell hoisted his on board the *Téméraire*.

In May, Admiral Sir Hyde Parker resigned the command of the Baltic fleet. In June, Vice Admiral Pole,* hoisted his flag on board the *Blonde*, and sailed to the Baltic to relieve Lord Nelson; returned and joined the Channel fleet in August, then sailed with the squadron to the Mediterranean.

Rear Admiral Sir James Saumarez, Kt. was sent on the 16th of June, to command a squadron off Cadiz.†

On the 7th of August, Vice Admiral Sir William Parker returned from Halifax on board the *St. Albans*.

On the 1st of January, the Union between Great Britain and Ireland, was established by act of parliament; the arms and colours of the two kingdoms were changed. The arms of England in the first and fourth quarters, those of Scotland in the second, and Ireland in the third; those of Hanover, &c. in an escutcheon of pretence. The arms of France was expunged. The cross of St. Patrick was also added to the Union flag.

On the same day, his Majesty was graciously pleased to order the following promotion of flag officers, viz,

Richard Braithwaite, Esq.	} Admirals of the Blue to be Admirals of the White.
Philips Cosby, Esq.	
Samuel Cornish, Esq.	
John Brisbane, Esq.	
Charles Wolseley, Esq.	
Samuel Cranston Goodall, Esq.	
H. R. H. W. H. D. of Clarence,	

* On the 18th of August, created a Baronet of Great Britain.

† On the 6th of June created a Baronet of Great Britain, and on the 5th of September, nominated a Knight of the Bath.

A.D.	Robert Linzee, Esq.	
1801	Sir James Wallace, Knt.	
	William Pere Williams, Esq.	
	Sir Thomas Pasley, Bart.	
	Sir Thomas Rich, Bart.	
	James Cumming, Esq.	
	Sir John Colpoys, K. B.	
	Skeffington Lutwidge, Esq.	
	Archibald Dickson, Esq.	
	George Montagu, Esq.	
	Thomas Dumaresq, Esq.	
	Rt. Hon. Lord Keith, K. B.	
	Thomas Mackenzie, Esq.	
	Thomas Pringle, Esq.	
	Sir Roger Curtis, Bt.	
	Sir Henry Harvey, K. B.	
	Robert Mann, Esq.	
	Sir William Parker, Bart.	
	Ch. H. Everitt Calmady, Esq.	
	John Bourmaster, Esq.	
	Sir George Young, Knt.	
	John Henry, Esq.	
	Richard Rodney Bligh, Esq.	
	Robert Biggs, Esq.	
	Francis Parry, Esq.	
	Isaac Prescott, Esq.	
	John Bazeley, Esq.	
	Christopher Mason, Esq.	
	Thomas Spry, Esq.	
	Sir John Orde, Bt.	
	William Young, Esq.	
	James Gambier, Esq.	
	Sir Andrew Mitchell, K. B.	
	Christopher Parker, Esq.	
	Phillip Patton, Esq.	
	Charles Maurice Pole, Esq.	
	John Browne, Esq.	
	John Leigh Douglas, Esq.	
	William Swiney, Esq.	
	Charles Edmund Nugent, Esq.	
	Charles Pow. Hamilton, Esq.	
	Edmund Dod, Esq.	
	Rt. Hon. Lord Nelson, K. B.	
		Vice Admirals of the Red to be Admirals of the Blue.
		Vice Admirals of the White to be Vice Ad- mirals of the Red.
		Vice Admirals of the Blue to be Vice Ad- mirals of the White.
		Rear Admirals of the Red to be Vice Ad- mirals of the Blue.

A. D.
1801

James Brine, Esq.
 John Pakenham, Esq.
 Sir Erasmus Gower, Knt.
 John Halloway, Esq.
 John Blankett, Esq.
 George Wilson, Esq.
 Sir Charles Knowles, Bart.
 Hon. Thomas Pakenham,
 Robert Deane, Esq.
 Cuthbert Collingwood, Esq.
 James Hawkins Whitshed, Esq.
 Arthur Kempe, Esq.
 Smith Child, Esq.
 Rt. Hon. Lord Cha. Fitzgerald,
 Thomas Taylor, Esq.
 John Thomas Duckworth, Esq.

Rear Admirals of the
 White to be Rear
 Admirals of the Red.

John Knowles, Esq.
 John Willet Payne, Esq.
 Sir Robert Calder, Bart.
 James Richard Dacres, Esq.
 Hon. George Berkeley,
 Thomas West, Esq.
 James Douglas, Esq.
 Peter Aplin, Esq.
 Henry Savage, Esq.
 Bart. Sam. Rowley, Esq.
 Sir Richard Bickerton, Bart.
 George Bowen, Esq.
 Robert Montagu, Esq.
 John Fergusson, Esq.
 Edward Edwards, Esq.
 Sir John Borlase Warren, Bt. and
 K. B.

Rear Admirals of the
 Blue to be Rear Ad-
 mirals of the White.

The following Captains were appointed flag officers.

Edward Tyrrel Smith, Esq.
 Thomas Graves, Esq.
 Tho. Mac. Russel, Esq.
 Sylverius Moriaty, Esq.
 Sir Henry Trollope Knt.

To be Rear Admirals
 of the White.

Henry

A.D. Henry Edwin Stanhope, Esq.
 1801 Robert M'Donall, Esq.
 Billy Douglas, Esq.
 John Wickey, Esq.
 John Inglis, Esq.
 John Filth, Esq.
 J. Brenton, Esq.
 John Knight, Esq.
 Edw. Thornborough, Esq.
 James Kempthorne, Esq.
 Sampson Edwards, Esq.
 George Campbell, Esq.
 Thomas Hicks, Esq.
 Henry Cromwell, Esq.
 Arthur Phillip, Esq.
 Sir W. G. Fairfax, Knt.
 Thomas Totty, Esq.
 Sir James Saumarez, Knt.

To be Rear Admirals
 of the Blue.

OCCURRENCES AT AND NEAR HOME.*

On the 2d of January, the court-martial held on board the *Gladiator* in Portsmouth, to try Captain Thomas Sotheby, for the loss of his Majesty's late ship the *Marlborough*, passed the following sentence, viz.

"That they were of opinion her loss was occasioned by her striking on the Bervadeux shoals, on the coast of France, which accident happened from the uncertain situation of the rocks, and Captain Sotheby's anxiety and zeal to carry his orders into execution, and being thereby so disabled as to render it impossible to save her; that no blame was imputable to Captain Sotheby, his officers, or ship's company, for their conduct on that occasion; and that they afterwards did their utmost to preserve the ship and stores.

On the 7th, his Majesty was pleased to grant unto Sir Thomas Troubridge, Bart. Captain Alexander John Ball, Captain Samuel Hood, and Captain Benjamin Hallowell, his royal licence and permission to accept the rank of commanders of the order of St. Ferdinand and of Merit, which it is the intention of Ferdinand the Fourth, King of the Two Sicilies, to confer upon them, and to wear the insignias of the same order.

* Appendix, Chap. II. No. 411. Fleet employed in the Channel, &c.
 On

On the 9th, the *Constitution* hired armed cutter, of 12 guns and 40 men, commanded by Lieutenant Faulkner, was captured, after a gallant resistance off Portland, by two French cutter privateers, each mounted with 14 guns, and manned with 80 men. A.D. 1801

The *Constitution* was retaken by a Custom-house cutter.

On the 14th, an embargo was laid on all Russian, Swedish, and Danish ships in the united kingdoms of Great Britain and Ireland.

A squadron was ordered to rendezvous in Yarmouth Roads, to sail into the Baltic so soon as the weather would permit, the command of which was conferred on Admiral Sir Hyde Parker, who had under him Vice Admiral Lord Nelson, Rear Admirals Graves and Totty.

On the 23d, a French squadron, under the command of Rear Admiral Gantheaume, took the opportunity of a strong gale from the N. E. in which the British fleet was forced from its station, to slip out of Brest.

This was no sooner made known to government, than orders were immediately sent for Admiral Earl St. Vincent to detach a squadron from the Channel fleet in quest of the enemy: he accordingly dispatched Rear Admiral Calder with seven sail of the line and two frigates.*

On the 26th, the *Oiseau*, *Sirius*, and *Amethyst*, commanded by the Captains Samuel Hood, Linzee, King, and Cook, captured, near Cape Belem, after a chase of forty-two hours, and a running fight with the two first of forty-five minutes, *La Dedaigieuse* French frigate, of 36 guns and 300 men, of whom several were killed; her captain, fifth lieutenant, and 15 men wounded. None were either killed or wounded on board the British frigates; their sails, rigging, &c. a little damaged.

La Dedaigieuse was bound with dispatches from Cayenne for Rochfort. She was purchased into the navy.

On the same night, the *Concorde*, Captain Robert Barton, being off Cape Finisterre, fell in with the French squadron under M. Gantheaume, and was chased by one of his frigates: the *Concorde* at this time having a Swedish ship in tow, cast her off, and bore away large. At daylight on the 27th, the frigate which had chased was drawn at some distance from the fleet; this enabled Captain Bar-

* Appendix, Chap. II. No. 412. British and French squadrons.

A. D. 1801 ton to bring her to close action, which was maintained with much gallantry for forty minutes, when the fire from the enemy was completely silenced; but the French squadron had by this time approached so near to her assistance, that it was impossible for Captain Barton to think of taking possession of his prize, especially as the greater part of his rigging and sails were much cut; he therefore judged it most prudent to bear up for an English port, to communicate the intelligence of his having fallen in with the above squadron, and its probable destination from the course it steered. In this contest the *Concorde* had five men killed, and 24 wounded. The enemy's frigate, which was known to be *Le Bravoure*, had a lieutenant and nine men killed; her captain and 24 wounded.

Early in February M. Gantheaume passed the Straits of Gibraltar; and having steered up the Mediterranean, wrote the following letter to the Minister of the Marine, giving an account of his proceedings from the time of his leaving Brest.

*Rear Admiral GANTHEAUME, Counsellor of State, to
Citizen FARFAIT, Minister of the Marine.*

*" The extremity of Cape de Gat, on the
Coast of France, Feb. 10.*

" Citizen Minister,

" Having been discovered on our route by many neutral ships, being obliged by circumstances to enter the Straits, and pass before Gibraltar in the day time; and it being impossible any longer to conceal the circumstances of our being in this sea, I have thought it my duty to send you an account of every thing relating to our squadron up to the present day.

" Having sailed from Brest on the evening of the 23d of January, with a very strong north wind, we found ourselves in the course of the night, involved in the Passage L'Yroise, with very bad weather. In spite of the precautions which I had taken to prevent a separation, it was impossible for us to continue together. The order in which I ordered the squadron to depart, was the order of battle, the Indivisible being the foremost ship. The vessels were to keep very close to each other, that they might be able to fight to advantage in case of being met by the enemy; but it was quite

quite dark, and the squalls came on with such force, that almost all the vessels having their rigging much injured, none of them were in a condition to follow me, or to preserve any order. The Formidable, which was behind the Invincible, had her three top-masts carried away by the violence of the wind, almost at the Point of St. Mathieu; the Dix Aout was obliged to go out of its course, in order to give assistance to the Vautour lugger, which having shipped a heavy sea, was on the point of sinking. The Constitution also, after having doubled Point St. Mathieu, lost her main-top-mast. At length all these ships were dispersed, and remained behind. After having waited for them more than two hours, and not seeing any of them, I took the route I had marked out for myself. On the following day there was only the Creole frigate in company with me; the weather continued dreadful. The Indivisible lost her main-top at six in the morning. During the night, we acquired, by means of lights, a knowledge of the enemy's division, which we knew to be stationed at some distance. In the course of the day we were not discovered by any ships.

" In hopes of finding again, at the place of rendezvous, the ships that were separated, I was anxious to repair thither, by making all the sail I could. Our navigation to this Point offered nothing interesting; we had visited some neutral vessels, which gave us no information; and we did not see the shadow of an English vessel either of war, or otherwise. On the 29th ult. we were exactly at the rendezvous which I had fixed upon for the squadron. A corvette was discovered to the windward of us; she made such signals as made me suppose she was an enemy; we chased her all day; and it was not till after a great deal of difficulty that we came up with, and took her at nine o'clock at night. She was a ship belonging to the King of England, called the Incendiary,* armed with 28 guns, which had been sent from Gibraltar by Admiral Warren, for the purpose of watching us.

" This capture was a good augury for us: the day after we met the Formidable, which had not met with any thing interesting in her passage; and on the 2d instant all the rest of the vessels joined us. Captain Mancoula, of the

* Fireship of 14 guns.

A.D. Indomptable, had got them all together on the 23d and
1801 24th. I was then informed of the damages which the
vessels had sustained; and which, during the terrible weather that prevailed on the night of our departure, were the sole cause of our separation.

“ That officer informed me that he had been at different times assailed by some of the enemy’s frigates, which he had been unable to chase, as he did not wish to lose a moment in repairing to the rendezvous, which I had pointed out to him.

“ Having, however, been at Cape Finisterre during the night, and learnt by the signals from the frigate *La Bravoure*, that there were some ships which were at no great distance from the division to which she belonged; that frigate followed them rather too far, and had an action with an English frigate. *La Bravoure* attacked the enemy within pistol shot, and the English frigate boldly expected the attack. It appears that our frigate was of inferior force, as the enemy’s guns were eighteen pounders; yet the latter, after an engagement which lasted half an hour, in which we attempted to board her, made the best of her way with all the sail she could carry. Captain Dordelin, who was at a great distance from his division, was unable to pursue her, and returned to his squadron.

“ Had the attempts of *La Bravoure* to board the enemy succeeded, it must have been crowned with the fullest effect; for, according to every account, our first broadside had caused great carnage, and nothing was heard from the ship but groans and cries. As it was impossible for *La Bravoure* to manœuvre properly, in consequence of the state of her masts and rigging; and as the pilot was killed, and the captain dangerously wounded, the enemy seized the opportunity to escape.

“ *La Bravoure* lost in the engagement ten men, among whom is the third lieutenant, Citizen Korom. She had 24 wounded, among whom is Captain Dordelin, who had half of his hand carried off by a swivel.

“ Notwithstanding the loss sustained by *La Bravoure*, the action does great honour to the captain, whom I beg leave to recommend to your protection. He is the son of a man universally esteemed in the navy, and the brother of a general officer, who has, during the war, served with equal distinction and modesty. Citizen Dordelin is in every
respect

respect entitled to your patronage; and in granting to him the rank of captain of a ship of the line, which I demand for him, you will not only reward his own good services and zeal, but the meritorious conduct of his brother. A.D. 1801

“ It is with infinite satisfaction, Citizen Minister, that I can, in concluding my letter, give you a pleasing account of the patriotic spirit which pervades the Squadron. Emulation, zeal, and an unbounded ardour, are common to all the captains; and there is not one on whom the commander in chief cannot place an equal degree of reliance.

“ Health and respect,

“ GANTHEAUME.”

On the 17th, Vice Admiral Lord Nelson hoisted his flag on board the *St. Joseph* of 112 guns, at Plymouth; and on the 24th was presented by the Corporation with the freedom of that borough in a silver box.

On the 21st the Board of Admiralty was changed.*

On the 23d of February, Lieutenant Lloyd, in the *Nimble* cutter, fell in with, and captured off the Isle of Wight, after a short action, the *Bonaparte* French cutter privateer, of 14 brass guns and 44 men, two of whom were killed, and the first lieutenant wounded.

On the 16th of March, between two and three o'clock in the afternoon, the *Invincible*, of 74 guns, bearing the flag of Rear Admiral Thomas Totty, on his passage to join the Baltic fleet, struck on the sand bank called Hammond's Knowl, where she remained three hours, the masts being cut away, and some heavy stores thrown overboard, she swung off, and drove into seventeen fathom water; but unfortunately the rudder being gone, the ship became unmanageable, and she again was forced on the bank. A fishing smack, to the exertions of whose people the highest credit and honour is due, approached the wreck; on which two boats of the *Invincible* were ordered out.

On board one of these the admiral, the purser, four midshipmen, three of the admiral's servants, and six or eight seamen, reached the fishing smack in safety; as did also the other boat full of people. Both of them immediately returned to the ship, but on re-approaching the smack, one was forced away, and every person on board would have

A.D. 1801 inevitably perished, had not a collier, which happened to be passing at this critical moment, happily picked them all up. This vessel afterwards afforded every assistance that humanity urged, or that she was capable of giving, and was the means of saving the lives of many of the crew. The fishing smack, with the admiral on board, being unable to afford the least assistance to the ship, remained at anchor during the whole of Monday night. On the approach of day, the master of this vessel expressed an unwillingness to go any nearer the wreck; but Admiral Totty, in direct opposition to him, caused the cable to be cut, and immediately proceeded to the ship. Melancholy, however to relate, while he was doing every thing of which human exertion is capable, to assist the unhappy people on board, the wreck once more floated into deep water, and gradually sunk, to the infinite distress of the admiral and the other spectators, who were nearly frantic with grief at this tremendous scene of human misery and destruction. While the ship was thus rapidly going down, the launch was got out, as many of the crew as she could possibly hold instantly jumped on board, and had only time to clear the poop, when the vessel with 400 souls, entirely disappeared and went to the bottom. A number of the unhappy sufferers from the floating wreck attempted to get on board the already overloaded launch; but as no more could be permitted to enter without the certain loss of the whole, they were struck away with the oars, and in a few seconds perished.

Captain Rennie, after the ship had sunk, attempted to swim to the launch, and after a severe exertion got within reach of the oars; when exhausted with fatigue, and unable to make any further effort, he calmly resigned himself to his fate, lifting up his hands as if to implore the blessing of heaven, and immediately placing them upon his face, he went directly down without a struggle. Thus perished a brave and meritorious officer, whose eminent virtues as a man ensured him the esteem of all who knew him; and whose professional fame, had he survived, bid fair to render him an ornament to his country.*

The total number of the crew who perished amounted to upwards of 400, among whom were several officers passengers to join their ships in the Baltic fleet.

* Captain Rennie was made post for his distinguished merit at the attack of the Helder.

A. D.
1801*The following were the Officers saved.*

Rear Admiral Totty,	
Lieutenants	{ Tucker, Quash, Eveley (London)
Purser	Clyde.
Boatswain,	Knowles
Master's mates	{ Tucker Whiteway, Stout.
Midshipmen	{ Wilson, Pope, Finnery, Preston.
Officers and Seamen,	177
Marines	- 19
Total	- - 196

On the 31st of March a court-martial was assembled on board his Majesty's ship Ruby at Sheerness to try Rear Admiral Totty, and the surviving officers and ship's crew of his Majesty's late ship Invincible, for the loss of the said ship.

After the court was sworn, Rear Admiral Totty's narrative, in a letter to the Admiralty, describing the melancholy fate of that ship, and the greater part of her crew, was read, and sworn to by the rear admiral, and proved by all the survivors to be a just and faithful statement: it went to prove, that the loss of the ship was solely owing to the ignorance of the pilot and master, who was himself a North Sea pilot; for from Yarmouth Roads, or rather after getting through the Thackle, the ship was steering with a free wind, and until half an hour before she struck, they had the advantage of the land in sight to assist them. When she struck, the pilot and master asserted that it must be on a bank unknown, or on a Knowl that had recently been made by some convulsion. However, they were deceived, and it proved to be no other than Hammond's Knowl, on

A.D. which they were drawn by a most rapid tide, allowance for
1801 which they had not made.

After the evidences were examined, and after a very short deliberation, Rear Admiral Totty, the surviving officers and crew were acquitted. By every thing that appeared, the steady cool subordination that prevailed, from her first striking until the fatal moment that she went down, bespoke her high state of discipline, and makes us the more deplore the loss of an officer like Captain Rennie, who could, out of a raw ship's company, produce such order and regularity to the last. The feeling that Admiral Totty and the survivors shewed during the whole proceedings, was extremely creditable to themselves.

When the admiral spoke of his captain, it was with such feeling and emotion, that he could with difficulty support himself.

On the 1st of April, a court-martial was assembled and held on board his Majesty's ship *Gladiator* in Portsmouth harbour, to try Captain Duncan, his officers, and ship's company, for the loss of the *Scout* sloop of war, in her passage through the Shingles.

The Court having heard the narrative of Captain Duncan, was of opinion, that the loss of the said sloop was occasioned by her being driven on the Shingles by the rapidity of the tide, after she was tacked, and before she got head way through the water, the ship having put in stays, by the pilot's directions, whilst the proper mark (being the light of Hurst Castle) was in sight, and that no blame was imputable to the said Captain Henry Duncan, his officers, the pilot, or ship's company, for their conduct upon that occasion.

On the morning of the 3d of April, Captain Sir Edward Hamilton, in the *Trent*, being on a cruize off the coast of France, observed a large ship with French colours, under the protection of a cutter and lugger privateer, making sail from the anchorage of Brehat to Plampoul; the *Trent's* boats were immediately dispatched, under the command of Lieutenants Chamberlayne, Scallon, and Bellamy, with Lieutenant Taite, of the marines. The enemy seemed at first determined to resist and defend their vessels, and sent many boats from the shore to their assistance, which, with the lugger, took the ship in tow; but on the very spirited
and

and near approach of the Trent's, the lugger and boats cast off the tow, and after maintaining a severe conflict, supported by an incessant fire from five batteries, they were subdued and chaced on the rocks. The ship was afterwards most gallantly boarded, and carried by Lieutenant Chamberlayne, and the marine officer, the latter of whom lost his right leg, and was the only person wounded; two seamen were killed. Several of the enemy were drowned in attempting to escape to the shore.

A.D.
1801

On the 9th, six seamen belonging to the Active frigate, were tried by a court-martial on board the Gladiator in Portsmouth harbour, for writing anonymous letters, endeavouring to make mutinous assemblies, and for uttering seditious and mutinous words.

The evidence having been examined on the part of the prosecution, and the prisoners heard in their defence, the Court, after a mature and deliberate consideration, passed the following sentence:—King, to receive 500 lashes; Beetham and Forrest, 300 each; and Byrne, 50, from ship to ship; Scott and Farish, three dozen each on board their own ship. Marsh was acquitted.

On the 10th, the Beaver merchantman, O'Connor, master, laden with wine from Oporto to London; having on the 2d parted from her convoy, was captured by Le Braave French privateer, of 18 guns and 70 men, the captain of which put on board a prize master and four men, leaving only O'Connor and a boy on board the Beaver. He contrived to secure the French prize master, by seizing him, and tying his hands behind him, in the cabin and locked the door; then ran on deck with a crow bar and pistol, and attacked the man at the helm, who, in the scuffle, fell overboard and was drowned. The other three men being aloft in the tops, he took the helm, and ordered them to stay there, or he would shoot them. In this anxious state he remained all night, the Beaver making very little way, being extremely leaky. In the morning at day-light, to his great joy, he discovered a frigate, and contrived to make a signal of distress, upon which she bore down towards him, and proved to be the Loire, Captain Newman, who sent a boat on board to his assistance, and carried the Beaver into Plymouth.

For this gallant exploit, the Court of Admiralty awarded

A.D. 1801 to Mr. O'Connor 850l.; to the two boys who assisted him, 150l. To the officers and crew of his Majesty's ship Loire 500l.

On the 29th of April, a court-martial was held on board the Cambridge, in Hamoaze, on Captain Lloyd, of the Mars, and Lieutenants Burnet and Davies, of the Centaur, for those ships running foul of each other off the Black Rocks, on the night of the 10th ult. The court acquitted Captain Lloyd and Lieutenant Burnet, and sentenced Lieutenant Davis to lose six months rank, and to be dismissed from his Majesty's ship Centaur.

On the 6th of May, Captain Dun, of the Incendiary fire-ship, and Lieutenant Jump, of the Sprightly cutter, were both acquitted by the sentence of a court-martial, held on board the Gladiator in Portsmouth harbour, for the loss of the said vessel, when taken by M. Gantheaume's squadron in the Mediterranean.

On the 16th of May, the boats of the Naiad and Phaeton frigates were sent, under the command of Lieutenant Marshall, to attack two Spanish armed vessels in the port of Marin, near the town of Pontevedra, one of which was moored stem and stern, under the protection of a five gun battery. In defiance of this force, Lieutenant Marshall and his brave associates, boarded and brought off L'Alcudia, the largest, and destroyed El Raposo. Captain Ricketts was also obliged to set fire to L'Alcudia. In the execution of this service, only four men were wounded.

On the 21st of May, Captain R. Philpot of the Prompte, was reprimanded by the sentence of a court-martial, held on board the Gladiator, in Portsmouth harbour; the charge of his having suffered William Oates, a seaman, supposed to have belonged to the Hermione to escape from his ship.

On the 4th of June, the embargo was taken off the Russian, Danish and Swedish vessels, by the King's order in council; and on the 17th, a convention was signed between the courts of Great Britain and Russia, at St. Petersburg, of which the following is a copy.

Convention

A. D.

1801

Convention between his Britannic Majesty, and the Emperor of Russia. Signed at St. Petersburg, the 5th (17th) of June, 1801.

In the Name of the Most Holy and Undivided Trinity.

“ THE mutual desire of his Majesty the king of the united kingdoms of Great Britain and Ireland, and of his Majesty the Emperor of all the Russias, being not only to come to an understanding between themselves with respect to the differences which have lately interrupted the good understanding and friendly relations which subsisted between the two states; but also to prevent, by frank and precise explanations upon the navigation of their respective subjects, the renewal of similar altercations and troubles which might be the consequence of them; and the common object of the solicitude of their said Majesties being to settle, as soon as can be done, an equitable arrangement of those differences, and an invariable determination of their principles upon the rights of neutrality, in their application to their respective monarchies, in order to unite more closely the ties of friendship and good intercourse, of which they acknowledge the utility and the benefits; have named and chosen for their plenipotentiaries, viz. His Majesty the king of the united kingdom of Great Britain and Ireland, Alleyne Lord Baron St. Helens, his said Majesty's privy counsellor, and his ambassador extraordinary, and plenipotentiary to his Majesty the Emperor of all the Russias; and his Majesty the Emperor of all the Russias, Sieur Nikita Count de Panin, his privy counsellor, minister of state for the foreign department of foreign affairs, present chamberlain, Knight of the Grand Cross of the Orders of St. Alexander Newsky, and of St. Anne of the first class, of that of St. Ferdinand, and of Merit, of the Red Eagle, and of St. Lazarus; who after having communicated their respective full powers, and found them in good and due form, have agreed upon the following points and articles.

“ Art. I. There shall be hereafter between his Britannic Majesty and his Imperial Majesty of all the Russias, their subjects, the states and countries under their dominions, good and unalterable friendship and understanding,

A.D. 1801 and all the political, commercial, and other relations of common utility between the respective subjects, shall subsist as formerly, without their being disturbed or troubled in any manner whatever.

“ Art. II. His Britannic Majesty and the Emperor of all the Russias declare, that they will watch over the most rigorous execution of the prohibitions against the trade of contraband of their subjects with the enemies of either of the high contracting parties.

“ Art. III. His Britannic Majesty and his Imperial Majesty of all the Russias having resolved to place under a sufficient safeguard the freedom of commerce and navigation of their subjects, in case one of them shall be at war, whilst the other shall be neuter, have agreed:—

“ 1. That the ships of the neutral power may navigate freely to the ports, and upon the coasts of the nations at war.

“ 2. That the effects embarked on board neutral ships shall be free, with the exception of contraband of war, and enemy's property; and it is agreed not to comprise under the denomination of the latter, the merchandize of the produce, growth, or manufacture of the countries at war, which should have been acquired by the subjects of the neutral power, and should be transported for their account, which merchandize cannot be excepted in any case from the freedom granted to the flag of the said power.

“ 3. That in order to avoid all equivocation and misunderstanding of what ought to be considered as contraband of war, his Britannic Majesty, and his Imperial Majesty of all the Russias, declare, conformably to the 11th article of the treaty of commerce concluded between the two crowns on the 10th (21st) February 1797, that they acknowledge as such the following articles only; viz.—
Cannons, mortars, fire-arms, pistols, bombs, grenades, balls, bullets, firelocks, flints, matches, gunpowder, saltpetre, sulphur, cuirasses, pikes, swords, sword-belts, knapsacks, saddles and bridles, excepting, however, the quantity of the said articles which may be necessary for the defence of the said ship and of those who compose the crew; and all other articles whatever, not enumerated here shall not be reputed warlike and naval stores, nor be subject to confiscation, and of course shall pass freely, without being subjected to the smallest difficulty, unless they be considered
enemy's

enemy's property in the sense above specified. It is also agreed, that that which is stipulated in the present article shall not be prejudicial to the particular stipulations of one or the other crown with other powers, by which articles of a similar kind should be reserved, prohibited, or permitted.

“ 4. That in order to determine what characterises a blockaded port, that denomination is given only to a port where there is, by the dispositions of the power which attacks it with ships stationary, or sufficiently near, an evident danger in entering.

“ 5. That the ships of the neutral Power shall not be stopped but upon just causes and evident facts: that they be tried without delay, and that the proceeding be always uniform, prompt, and legal.

“ In order the better to ensure the respect due to these stipulations, dictated by the sincere desire of conciliating every interest, and to give a new proof of their uprightness and love of justice, the high contracting parties enter here into the most formal engagement to renew the severest prohibitions to their captains, whether of ships of war or merchantmen, to take, keep, or conceal on board their ships, any of the articles which, in the terms of the present convention, may be reputed contraband, and respectively to take care of the execution of the orders which they shall have published in their admiralties, and wherever it shall be necessary.

“ IV. The two high contracting parties, wishing also to prevent all subject of dissention in future by limiting the right of the search of Merchant ships going under convoy to those cases only, in which the belligerent power might experience a real prejudice by the abuse of the neutral flag, have agreed:

“ 1. That the right of searching merchant ships belonging to the subjects of one of the contracting powers, and navigating under convoy of a ship of war of the said power, shall only be exercised by ships of war of the belligerent party, and shall never extend to letters of marque, privateers, or other vessels, which do not belong to the royal or imperial fleet of their Majesties, but which their subjects shall have fitted out for war.

“ 2. That the proprietors of all merchant ships belonging

A.D. 1801 ing to the subjects of one of the contracting sovereigns, which shall be destined to sail under convoy of a ship of war, shall be required, before they receive their sailing orders, to produce to the commander of the convoy, their passports and certificates, or sea letters, in the form annexed to the present treaty.

“ 3. That when such ships of war, having under convoy merchant ships, shall be met with by a ship or ships of war of the other contracting party, who shall then be in a state of war, in order to avoid all disorder, they shall keep out of cannon shot, unless the state of the sea, or the place of meeting, render a nearer approach necessary; and the commander of the ship of the belligerent power shall send a boat on board the convoy, where they shall proceed reciprocally to the verification of the papers and certificates that are to prove on one part, that the ship of war is authorized to take under its escort such or such merchant ships of its nation, laden with such a cargo, and for such a port. On the other part, that the ship of war of the belligerent party, belongs to the Royal or Imperial fleet of their Majesties.

“ 4. This verification made, no search shall take place, if the papers are found in form, and if there exists no good motive for suspicion. In the contrary case, the commander of the neutral ship of war (being duly required thereto by the commander of the ship or ships of war of the belligerent power) is to bring to and detain his convoy during the time necessary for the search of the ships which compose it, and he shall have the faculty of naming and delegating one or more officers to assist at the search of the said ships, which shall be done in his presence on board each merchant ship, conjointly with one or more officers appointed by the commander of the ship of the belligerent party.

“ 5. If it happen that the commander of the ship or ships of the power at war, having examined the papers found on board, and having interrogated the master and crew of the ship, shall see just and sufficient reason to detain the merchant ship in order to proceed to an ulterior search, he shall notify such intention to the commander of the convoy, who shall have the power to order an officer to remain on board the ship thus detained, and to assist at the examination of the cause of her detention. The merchant ship shall be carried immediately to the nearest and most convenient

convenient port belonging to the belligerent power, and the ulterior search shall be carried on with all possible diligence. A.D. 1801

“ Art. V. It is in like manner agreed, that if any merchant ship thus convoyed should be detained without just and sufficient cause, the commander of the ship or ships of war of the belligerent power shall not only be bound to make to the owners of the ship and of the cargo, a full and perfect compensation for all the losses, expences, damages, and costs, occasioned by such a detention, but shall moreover undergo an ulterior punishment for every act of violence or other fault which he may have committed, according as the nature of the case may require. On the other hand, the convoying ship shall not be permitted, under any pretext whatsoever, to resist by force the detention of the merchant ship or ships by the ship or ships of war of the belligerent power; an obligation to which the commander of a ship of war with convoy is not bound to observe towards letters of marque and privateers.

“ Art. VI. The high contracting parties shall give precise and efficacious orders that the judgments upon prizes made at sea shall be conformable with the rules of the most exact justice and equity; that they shall be given by judges above suspicion, and who shall not be interested in the affair in question. The government of the respective states shall take care that the said decisions shall be speedily and duly executed, according to the forms prescribed. And in case of an unfounded detention, or other contravention to the regulations stipulated by the present article, the owners of such ship and cargo shall be allowed damages proportioned to the loss occasioned thereby. The rules to observe for these damages, and for the case of unfounded detention, as also the principles to follow for the purpose of accelerating the process, shall be the matter of additional articles, which the contracting parties agree to settle between them, and which shall have the same force and validity as if they were inserted in the present act. For this effect, their Britannic and Imperial Majesties mutually engage to put their hand to the salutary work, which may serve for the completion of these stipulations, and to communicate to each other, without delay, the views which may be suggested to them by their equal solicitude to prevent the least grounds for dispute in future.

“ Art.

A. D. 1801 “ Art. VII. To obviate all the inconveniencies which may arise from the bad faith of those who avail themselves of the flag of a nation without belonging to it, it is agreed to establish for an inviolable rule, that any vessel whatever, in order to be considered as the property of the country, the flag of which it carries, must have on board the captain of the ship, and one half of the crew of the people of that country, and the papers and passports in due and perfect form; but every vessel which shall not observe this rule, and which shall infringe the ordinances published on that head, shall lose all rights to the protection of the contracting powers.

“ Art. VIII. The principles and measures adopted by the present act, shall be alike applicable to all the maritime wars in which one of the two powers may be engaged, whilst the other remains neutral. These stipulations shall in consequence be regarded as permanent, and shall serve for a constant rule to the contracting powers in matters of commerce and navigation.

“ Art. IX. His Majesty the King of Denmark, and his Majesty the King of Sweden, shall be immediately invited by his Imperial Majesty, in the name of the two contracting parties, to accede to the present convention, and at the same time to renew and confirm their respective treaties of commerce with his Britannic Majesty; and his said Majesty engages, by acts which shall have established that agreement, to render and restore to each of these powers, all the prizes that have been taken from them, as well as the territories and countries under their dominion, which have been conquered by the arms of his Britannic Majesty since the rupture, in the state in which those possessions were found at the period at which the troops of his Britannic Majesty carried them. The orders of his said Majesty for the restitution of those prizes and conquests shall be immediately expedited after the exchange of the ratification of the acts by which Sweden and Denmark shall accede to the present treaty.

“ Art. X. The present convention shall be ratified by the two contracting parties, and the ratifications exchanged at St. Petersburg in the space of two months at furthest, from the day of the signature.

“ In faith of which the respective plenipotentiaries have caused

caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto. A. D. 1801

“ Done at St Petersburg, the 5th (17th) of June, 1801.

(Signed)

ST. HELENS,
N. Comte DE PANIN.

First Separate Article.

“ THE pure and magnanimous intentions of his Majesty the Emperor of all the Russias, having already induced him to restore the vessels and goods of British subjects, which had been sequestered in Russia; his said Majesty confirms that disposition in its whole extent; and his Britannic Majesty engages himself also to give immediate orders for taking off all sequestration laid upon the Russian, Danish, and Swedish properties, detained in English ports, and to prove still more his sincere desire to terminate amicably the differences which have arisen between Great Britain and the northern courts; and in order that no new incident may throw obstacles in the way of this salutary work, his Britannic Majesty binds himself to give orders to the commanders of his forces by land and sea, that the armistice now subsisting with the courts of Denmark and Sweden shall be prolonged for the term of three months from the date of this day; and his Majesty the Emperor of all the Russias, guided by the same motives, undertakes, in the name of his allies, to have this armistice maintained during the said term.

“ This separate article shall have the same force and validity as if it were inserted word for word in the treaty signed this day; and the ratifications thereof shall be exchanged at the same time.

“ In Faith of which the respective plenipotentiaries have caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

“ Done at St. Petersburg, 5th (17th) of June, 1801.

(Signed)

“ ST. HELENS,
N. Comte DE PANIN.

Second

A. D.
1801

Second Separate Article.

“ The differences and misunderstandings which subsisted between his Majesty the King of the united kingdom of Great Britain and Ireland, and his Majesty the Emperor of all the Russias, being thus terminated, and the precautions taken by the present convention not giving further room to fear that they can in future disturb the harmony and good understanding which the two high contracting parties have at heart to consolidate, their said Majesties confirm anew, by the present convention, the treaty of commerce of the 10 February, (21) 1797, of which all the stipulations are here cited, to be maintained in their whole extent.

“ This separate article shall have the same force and validity as if it were inserted word for word in the treaty signed this day; and the ratification thereof shall be exchanged at the same time.

“ In faith of which the respective plenipotentiaries have caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

“ Done at St Petersburg, the 5th (17th) of June,
1801,

(Signed)

“ ST. HELENS,
N. Comte DE PANIN.”

DECLARATION.

“ Although the magnanimous intention of his Imperial Majesty of all the Russias to do full and entire justice to those British subjects who have suffered losses during the troubles which have disturbed the good intelligence between his empire and Great Britain, be already proved by facts, his Imperial Majesty, consulting solely his good faith, has moreover authorized the undersigned plenipotentiary to declare, as he does declare by these presents :

‘ That all the ships, the merchandize, and the property of British subjects, which had been sequestrated during the last reign in Russia, shall not only be faithfully restored to the said British subjects, or to their agents, but also that for the effects which may have been alienated in such a manner

manner as to render it impossible for them to be restored in A.D. kind, a suitable equivalent shall be granted to the proprietors, which equivalent shall be hereafter determined according to the rules of equity.' 1801

"In faith of which we, plenipotentiary of his Imperial Majesty of all the Russias, have signed the present declaration, and have caused the seal of our arms to be affixed thereto.

Done at St. Petersburg, 5th (17th) June, 1801.

(Signed)

N. Comte DE PANIN.

Early in the month of June, Rear Admiral Sir Robert Calder joined the Channel fleet, after having in vain pursued the French squadron under M. Gantheaume; who it has been observed had entered the Mediterranean. Sir Robert Calder, from the intelligence he had received, imagined they had steered for the West Indies and shaped his course for that quarter; on the 25th of March he arrived off Carlisle bay, and on the 26th anchored in cape Navaire bay Martinico; from thence on the 29th he sailed for Jamaica, and on the 13th of April anchored in Port Royal harbour. Having here learnt the absolute destination of the enemy's squadron, as soon as the ships of his squadron were refitted and victualled, the rear admiral on the 21st sailed from Port Royal for England, leaving the Cumberland to supply the place of the Thunderer, which was in a bad condition.

On the 14th of June, Rear Admiral Thomas Graves was invested with the order of the Bath, in great ceremony on board the St. George in Kioge bay.

On the 16th, Rear Admiral Sir James Saumarez was sent with a squadron to cruise off Cadiz and block up that port.*

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* Cæsar,	-	80	{ Rear Adm. Sir T. Saumarez, Bt.
Pompee,	-	80	{ Capt. Jaheel Brenton.
Audacious,	-	74	Charles Stirling.
Spencer,	-	74	S. Peard.
Hannibal,	-	74	H. D. E. Derby.
Thames,	-	32	S. Ferris.
Pasley (brig)	-	14	A. P. Holles.
			Lieut. Wooldridge.

On

A.D. 1801 On the 20th, John M'Donald alias Higgins, one of the principal mutineers of the *Danae* was executed, agreeable to the sentence of a court-martial pronounced against him on the 10th.

On the 1st of July, an order was issued by the board of Admiralty, that in future all officers of the royal navy who come on shore, on sick quarter tickets, are not to go into private lodgings, but to repair to the officers wards in the royal naval hospital.

On the same day, agreeable to his Majesty's order in council, dated the 1st of May, 1801, amongst many regulations for the better government of the royal dock yards; that the junior port admiral, or senior captain in the navy then present, was directed to superintend the payment of the wages on board the ships of war; especially when the commissioner of the dock yard could not attend.

On the 2d of July, two seamen late belonging to the *Hermione*, were condemned to suffer death for being concerned in the mutiny on board that ship; one of whom was pardoned.

On the 9th, the *Ambuscade* Dutch frigate, on her passage from Sheerneess to the Downs, started a plank and almost instantly sunk in five fathoms water in the Channel to the Nore; the crew excepting eight were saved by the men of war's boats, and vessels at the Nore. She was weighed up on the 13th, and towed into Sheerness to be repaired.

On the 18th, Lieutenant John Alexander Douglas of his Majesty's sloop *Hazard*, was dismissed the service by the sentence of a court martial; on a charge proved against him of absence without leave.

On the 23d, Captain Roberts of the *Serpent* sloop of war, was sentenced to be reprimanded, on a charge having been proved in part, of his quitting the Cork convoy; but the other charge against him of not having put to sea with the Belfast convoy, not being proved, he was acquitted.

On the same day, Lieutenant Renwick of the *St. Fiorenzo*, and Mr. Richard George Peacock, master of the same ship, were reprimanded by the sentence of a court martial for neglect of duty.

Lieutenant Grant Allen, commander of the *Escort* gun-brig, was tried, and acquitted, for having returned to Spithead

Spithead, when charged with dispatches for some of the
cruizing frigates. A.D.
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Captain Charles Brisbane, of the *Doris*, who was employed with a squadron of frigates to watch the motions of the enemy's fleet at the entrance of Brest harbour, having observed a large ship corvette at anchor under the batteries in Camaret bay; and thinking it practicable to cut her out, on the night of the 21st of July, the boats of the *Doris*, *Beaulieu*, and *Uranie*, with two from the *Robust*, were dispatched on this desperate service, under the command of Lieutenant Lofack, of the *Ville de Paris*. Captain Brisbane ordered Lieutenant Spencer to anchor the *Telema-chus* cutter in the Goulet, to prevent the enemy from sending any boats to the assistance of the corvette.—The enemy expected an attack, and were prepared to receive them. The boats of the squadron were discovered at some distance from the ship, and a tremendous fire was instantly opened from the corvette, as well as the batteries; nothing could damp the ardour of the intrepid assailants, who, amidst a shower of shot, rowed on, got alongside of and boarded the enemy, who they found fully prepared to receive them, having ranged their men well armed three deep along the booms. The ship was bravely defended for a considerable time, until the deck was filled with the dead and dying; when the enemy no longer able to resist the superior valour of the British seamen, declared they had struck. The victors brought off their prize, exposed to an incessant fire from the batteries, and in sight of the combined fleets lying in Brest. Three sail of the line made an attempt to come out to support their unfortunate friend; but on the appearance of the British fleet, they retired to their former anchorage.

The corvette which had been so nobly and gallantly carried, was *La Chevette*, of 20 nine pounders, and 350 men, of whom 92 were killed; among the number, the first captain, two lieutenants, one lieutenant of the troops, and three midshipmen: wounded 62; of these were one lieutenant, and four midshipmen.

The loss on the side of the British was also very severe; 11 were killed, 57 wounded, and one missing.

Amongst the slain, were Lieutenant Sinclair, of the marines, of the *Beaulieu*; and Mr. Warren, midshipman of the

A.D. 1801 the Robust: wounded Lieutenant Burke,* of the Doris, dangerously; and Mr. Croston, midshipman of the same ship; lieutenant of the Uranie; Mr. Phillips, master's mate; Messrs. Byrne and Finois, midshipmen of the Beaulieu.

The officers employed on this service were,

Ville de Paris—Lieutenant Losack.

Doris—Lieutenants Ross, Crosbie, Clarke, and Burke; Lieutenant Rose, of the marines.

Beaulieu—Lieutenant Maxwell; acting Lieutenant Pasley; Lieutenant Sinclair; of the marines.

Uranie—Lieutenant Neville.

In this month, an expedition failed to take possession of the island of Madeira.

On the 27th, Captain H. Hotham, in the Immortalité, being on a cruize in the Bay, fell in with, and captured a French privateer, named L'Invention, carrying 24 guns on a flush deck, and 210 men: she was of a singular construction, having four masts, each rigged in the usual manner, and of extraordinary dimensions, being 147 feet long, and 27 feet wide, built on a plan designed by her commander, M. Thibaut.

On the 30th, his Majesty's royal proclamation was issued, offering a pardon to all seamen or marines who shall surrender themselves up as deserters before the 1st day of September. Also a promise to all such seamen who may have deserted, and now belong to any of his Majesty's ships, of the payment of the wages which may be due to them in the ship from which they may have deserted.

Vice Admiral Lord Viscount Nelson was appointed to command a squadron employed for the defence of the coast between Orfordness and Beachey Head; together with all the floating defence and sea fencibles within the limits of that district.

His Lordship hoisted his flag on board the Medusa; and on the 3d of August sailed from the Downs with a squadron, composed chiefly of gun-vessels and bombs; the next morning his lordship made a vigorous attack upon twenty-four of the enemy's armed vessels moored off Boulogne. The

* This gallant young officer died of his wounds at the Royal Hospital, Plymouth, in the 23d year of his age.

shells were thrown with such precision, that in the course of the day three of the enemy's flats and a brig were sunk, and six were driven ashore much damaged. At high water the remainder took refuge in the harbour. A.D.
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This service was performed with no loss. Captain Fyers, of the artillery, was wounded in the thigh by the bursting of a shell; and two seamen wounded.

The next day Lord NELSON issued the following Address to his squadron.

Medusa, off Boulogne, August 5.

" Lord Nelson has reason to be very much satisfied with the captains of the bombs, for their placing of the vessels yesterday: it was impossible that they could have been better situated; and the artillery officers have shewn great skill in entirely disabling ten of the armed vessels out of twenty-four, opposed to them; and many others, Lord Nelson believes, are much damaged.

" The commander in chief cannot avoid noticing the great zeal and desire to attack the enemy in a close and different combat, which manifested itself in all ranks of persons, and which Lord Nelson would gladly have given full scope to, had the attempt at this moment been proper; but the officers and others may rely, that an early opportunity shall be given them, for shewing their judgment, zeal, and bravery.

" The hired and revenue cutters kept under sail, and performed the duty entrusted to them with a great deal of skill."

" (Signed) NELSON and BRONTE."

French Account of the Attack at Boulogne 4th of August.

" The day before yesterday (August the 4th), at day break, Admiral Nelson, with thirty vessels of war of all sizes, appeared before Boulogne. A division of our light flotilla was anchored at the distance of 500 fathoms before the entrance of the port; the three sections of the division were placed close to each other without any interval. The English bomb vessels began the fire, which ours returned; but the enemy kept at a distance, which we estimated at 1900 fathoms from the line of our division.

" The English fleet attempted several times to advance; our soldiers requested leave to board, and three battalions embarked in the three sections of the division; the other

A.D. 1801 divisions of the light flotilla were in port ready to proceed to the assistance of the van.

“ Our flotilla kept up a well-supported fire, and at noon the enemy was obliged to resume his first position without reach of our cannon; he, however, continued to throw bombs: the number of those thrown in the course of the day amounted to more than nine hundred. No person was either killed or wounded by them. Two gun boats which they had damaged, were immediately put in a state of service.

“ Yesterday, the 5th, in the morning, the English fleet disappeared. Rear Admiral Latouche could have done more hurt to the enemy had the weather been calm.

“ The intention of the English admiral was to compel our van to return into port. He did not accomplish that object. This combat took place in sight of both countries.

“ It is the first of the kind: the historian will have cause to make this remark !”

The enemy having again moored their flotilla off Boulogne, which was considerably augmented to what it had been in the preceding attack: Lord Nelson proceeded thither with his squadron, determined, if possible, either to destroy or bring them off. For this purpose, on the night of the 15th of August, he directed the attack to be made by the armed boats of the squadron, which was formed into four divisions, commanded by the Captains Somerville, Cotgrave, Jones, and Parker; a division of howitzer boats was also under Captain Conner. Captain Bedford, of the *Leyden*, and Captain Gore, of the *Medusa*, manifested great zeal upon this occasion, offering their services as volunteers under a master and commander, which offer was handsomely declined by the commander in chief. At half past eleven at night the boats put off from the *Medusa*, and proceeded in the best possible order. At half past twelve, Captain Parker, with the second division, commenced the attack in a most intrepid and gallant manner; but attempting himself to board a brig off the Mole, wearing the commodore's broad pendant, which had a strong netting traced up to her lower yards, all his endeavours were baffled; an instantaneous discharge of her guns, and small arms, from about 200 soldiers on her gunwale, knocked Captain Parker, with most of the crew, upon their backs into the boat, all of whom were either killed, or badly wounded. Their

Their situation was so precarious, that had not Mr. Cathcart, midshipman of the *Medusa*, instantly came and towed the boat off, they must have fallen into the hands of the enemy. The other boats in Captain Parker's division, commanded by Lieutenants Williams, Longford, and Pelley, were conducted and fought with distinguished bravery, most of their crews being either killed or wounded.

To the darkness of the night, and uncertainty of the tides, which caused the other divisions to be separated from the second, may be attributed the want of success in this daring and bold enterprise: had they arrived at the point of attack at the same happy moment with Captain Parker, there could have been no doubt of the event turning out glorious to his Majesty's arms. Notwithstanding this unfortunate circumstance, the greatest skill and persevering bravery was displayed by the captains, officers, and men composing the other divisions, who attacked and absolutely took possession of many brigs and flats, and cut their cables; but from the unlucky circumstance of their being a-ground, or moored with chains, it was impossible to bring them off, or even burn them, as the moment the battle ceased, the enemy, regardless of the lives of their own men, discharged repeated and heavy volleys of musketry from the shore.

It being considered fruitless to make any further attempts on the enemy's flotilla, the boats soon after day-light returned to the squadron. So desperate and vigorous an attack, and a resistance so powerful on the part of the enemy, was attended with considerable slaughter.

First Division—Captain SOMERVILLE.

Leyden—Eight seamen, three marines, killed; five officers, 20 seamen, 15 marines, wounded. Total, 51.

Eugenie—Three seamen killed; one officer, five seamen, wounded. Total, 9.

Jamaica—One officer, three seamen, killed; one officer, four seamen, four marines, wounded. Total, 13.

Second Division—Captain PARKER.

Medusa—Two officers, 14 seamen, four marines, killed; five officers, 24 seamen, six marines, wounded. Total, 55.

Queenborough Cutter—One seaman killed; six seamen wounded. Total, 7.

Minx—One officer wounded.

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York—One officer, two seamen, killed; one officer, 10 seamen, five marines, wounded. Total, 19.

Garnet—One seamen, killed; two seamen, wounded. Total, 3.

Ferriter—Two seamen, wounded.

Providence—Two seamen, wounded.

Express—Four seamen, wounded.

Explosion—One seamen killed; two seamen wounded. Total, 3.

Discovery—One seaman wounded.

Fourth Division—Captain R. JONES.

None killed or wounded.

Total—Four officers, 33 seamen, seven marines, killed; 14 officers, 84 seamen, 30 marines, wounded. Total, 172.

Names of Officers Killed and Wounded.

Leyden—Lieutenants Thomas Oliver, Francis Dickenson, badly; Captain Young, of the marines, badly; Mr. Francis Burney, master's mate; Mr. Samuel Sprately, midshipman, wounded.

Eugenie—Mr. William Bassett, acting lieutenant, wounded.

Jamaica—Mr. Alexander Rutherford, master's mate, killed; Lieutenant Jeremiah Skelton, wounded.

Medusa—Mr. William Gore, Mr. William Bristow, midshipmen, killed; Captain Edward Thornborough Parker, Lord Nelson's aid-de-camp, Lieutenants Charles Pelley, Frederick Longford, Mr. William Kirby, master, the Hon. Anthony Maitland, midshipman, wounded.

York—Mr. Berry, midshipman, killed; Mr. Brown, gunner, wounded.

Mr. Richard Wilkinson, commander of the Greyhound revenue cutter, and one seaman, wounded.

Captain Parker died at Deal of the wounds he had received on the 27th of September.

The following Address was sent by Lord NELSON to the Squadron on his return to the Downs.

“ Medusa, Downs, August 18.

“ Vice Admiral Lord Nelson has the greatest satisfaction

tion in sending to the captains, officers and men under his command, that were employed in the late attempt on the enemy's flotilla off Boulogne, an extract of a letter which he has received from the first Lord of the Admiralty, not only approving of their zeal and persevering courage, but bestowing the highest praise on them.

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“ The Vice Admiral begs to assure them, that the enemy will not have long reason to boast of their security ; for he trusts ere long, to assist them in person in a way which will completely annihilate the whole of them. Lord Nelson is convinced, that if it had been possible for men to have brought the enemy's flotilla out, the men that were employed to do so would have accomplished it. The moment the enemy have the audacity to cast off the chains which fix their vessels to the ground, that moment, Lord Nelson is well persuaded, they will be conducted by his brave followers to a British port, or sent to the bottom.

“ (Signed) NELSON and BRONTE.”

Extract of a Letter from Earl ST. VINCENT, to Lord Viscount NELSON, K. B. dated the 17th instant.

“ It is not given to us to command success. Your Lordship, and the gallant officers and men under your orders, most certainly deserve it: and I cannot sufficiently express my admiration of the zeal and persevering courage with which this gallant enterprize was followed up ; lamenting most sincerely the loss sustained in it. The manner in which the enemy's flotilla was made fast to the ground, and to each other, could not have been foreseen. The highest praise is due to your Lordship, and all under your command, who were actors in this gallant attempt.

FRENCH ACCOUNT.

Rear Admiral La Touche, to the Minister of Marine.

“ *Boulogne, August 16th.*

“ Citizen Minister,

“ I had the honour to inform you by my dispatch of the 17th Thermidor, of the battle of the 16th (August 4th) in which the leading division of the fleet of small vessels under my command, of itself frustrated all the efforts of the English fleet, and kept the enemy at a sufficient distance from Boulogne, to prevent the bombardment of the port, and to ward off all danger from the other divisions of the fleet.

A.D. 1801 Admiral Nelson, seeing that all his efforts were ineffectual, disappeared on the 17th, no doubt to procure reinforcements, and to lay in ammunition. He again made his appearance yesterday with several ships of the line, and a great number of frigates, brigs, pinnaces, gun-boats, &c. He anchored at the distance of 3000 toises from the leading division, which still kept its original position, about 500 toises from the mouth of the harbour. I had augmented it by one section, and had strengthened it by the addition of several bomb ships. I could easily perceive in the evening that the enemy meditated an attack, their ships being surrounded with boats and small craft of all sizes. I had therefore ordered several boats to keep watch that I might have timely notice of the approach of the enemy. About three quarters of an hour after twelve one of the boats discovered the enemy, and was immediately attacked. The fire opened with uncommon briskness on both sides; the bombs, the cannon, and the musketry, presented, amid the waves, a spectacle truly grand. The land batteries could be of no assistance to us; for fear of firing upon our own boats. The enemy had embarked from two to three thousand men, in pinnaces and boats; six of these attacked the Etna gun boat, carrying Captain Peireux, who commanded the division, and killed two English sailors with his own hand. Almost all the gun-boats of the leading division were at the same time boarded by the English pinnaces; but these everywhere found the same resistance. Every where they were repulsed. The bravest of the English who attempted to board, were either thrown into the sea, or made prisoners. The farthest off gun-brig on our right, the Vulcan, was attacked again and again, but always repulsed the enemy. The gun-boat, the Surprise, commanded by Lieut. Carrau, run down four of the enemy's pinnaces, and took a considerable number. While these things were going on in front, a division of the enemy attempted to get between us and the shore. Here, as at Algeiras, the English were the dupes of this manœuvre. Our boats accompanied the retreat of the enemy with a heavy cannonade, which did not cease till four in the morning, when the English had got beyond gun shot. Of the enemy's boats, eight were run down, and four were taken. I must be within bounds, when I state their loss in killed, wounded, and prisoners, at four or five hundred men. Every moment the dead bodies of the English

lish are cast up upon the beach. The battalions of the 46th, 57th, and 108th, embarked in the leading division, covered themselves with glory. I shall not fail to send you the names of those brave fellows who deserve to be particularly distinguished by the Chief Consul. On our side we had ten men killed, and thirty wounded.”

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On the 10th of August, Vice Admiral Pole arrived at Spithead with part of the Baltic fleet;* and on the 19th the vice admiral proceeded to cruize off Cadiz.

On the 11th, a court martial assembled at Portsmouth to try Lieutenant Colonel Winter, of the marines, on charges preferred against him by Captain Albemarle Bertie, of the Malta. The whole proceedings having been gone through, and laid before his Majesty, the sentence was made public, of which the following is a copy :

“ The court is of opinion, that whatever tendency the conversation might have which passed between Lieutenant Colonel Robert Winter, and Captain Bertie, which by no means is proved to the extent of the warrant, and which might nevertheless, be good or bad, according to the stile or manner of its delivery ; as, by evidence adduced, it reached not the ears of the men, and was consequently a conversation confined wholly to themselves ; that Lieutenant Colonel Winter could have no other object in view than the good of his Majesty’s service ; a sentiment the court more readily adopt, from the very high and flattering testimony which the witnesses have brought towards the establishment of this principle in the lieutenant colonel.

“ Lieutenant Colonel Robert Winter is therefore fully acquitted of the charge brought against him ; the Court do therefore give him the most honourable acquittal.”

On the 17th of August, Lieutenant Croad, of his Majesty’s ship *De Ruyter*, was dismissed the service, by the sentence of a court-martial, on a charge of drunkenness being proved against him.

On the 20th, the Honourable Captain John Murray, and his officers, were acquitted by a court-martial, nothing appearing in evidence to criminate them in the least, for the loss of his Majesty’s ship *Jason*, near St. Maloes.

On the night of the 20th, the boats of the *Fisgard*, *Diamond*, and *Boadicea*, commanded by Lieutenant Piper,

* Appendix, Chap. II. No. 413.

A.D. 1801 with great spirit boarded and brought out of the harbour of Corunna, *El Neptune*, a new ship, pierced for 20 guns, belonging to his Catholic Majesty; a gun boat, mounting a long 32 pounder; and a merchant ship, which were moored within the strong batteries that protect the port, and so near them that the centinels on the ramparts challenged the boats, and immediately commenced a heavy fire. This gallant exploit was conducted with a degree of coolness which reflects infinite credit on the officers and men, who, amidst an incessant fire, towed off the vessels, and accomplished the enterprize without any loss.

On the 20th, the boats of the small squadron under Captain Rose, of the *Jamaica*, took and destroyed six large flats near St. Valleroy, defended by five field pieces on shore, and a body of military posted on the beach. This service was performed with the loss of one man killed; a midshipman and three wounded.

On the 22d, Lieutenant John Dixon, commanding the *Union* hospital ship, was tried by a court-martial on board the *Surprize*, at Sheerness, on a charge of suffering liquor to be sold in the ship, after he had been repeatedly informed of it, and had not taken proper steps to prevent it. The charge having been in part proved, the Court sentenced him to be dismissed the *Union*, and rendered incapable of serving in any of his Majesty's ships again.

On the 31st, John Pearce, a seamen, late belonging to his Majesty's ship *Hermoine*, was executed, pursuant to the sentence of a court-martial, for having been aiding in the murder of the officers of that ship, and carrying her into La Guira.

On the 1st of September, a court martial assembled on board the *Gladiator*, to try Captain Solomon Ferris, his officers, and ship's company, for the loss of his Majesty's ship *Hannibal*, in Algeziras bay, on the 6th of July, 1801.

Present.

Rear Admiral Halloway, President.

Capt. G. Murray,

Capt. F. Pickmore,

G. Duff,

E. I. Foote,

J. N. Newman,

R. Dacres,

R. Lambert,

R. Retalick.

W. Grainger.

M. Greetham, Esq. Judge Advocate.

The

*The Narrative of Captain Ferris.*A. D.
1801

Mr. President, and Gentlemen of the Court.

“ In giving a detail of the circumstances, which led to the loss of his Majesty’s late ship the Hannibal, then under my command, I am sorry, that owing to my clerk being killed, and whose remarks were lost, I cannot be so particular, as to the exact times of signals being made, as I otherwise should have been; but I shall state them to you, to the best of my recollection.

“ On the morning of the 6th of July last, at or about six o’clock, his Majesty’s ships Venerable, Pompée, Audacious, Cæsar, Spencer, and Hannibal, under the command of Rear Admiral Sir James Saumarez, being off Cabareta Point, and standing in for Algeziras Bay, upon the larboard tack, with the wind westerly; the admiral made the signal to the Venerable, to know if she could fetch the enemy’s ships then in sight in that bay, which being answered in the affirmative, the admiral made the signal for close action.

“ At about eight o’clock, the Venerable began the action, at a considerable distance to leeward, as she could not fetch further into the bay; and soon after the Pompée anchored nearer in shore, and the Audacious a-stern of her. The admiral in the Cæsar, next anchored a-head of the Audacious, and made a signal for the ships to anchor in the best possible manner for their mutual support. We then anchored a-head of the Cæsar within hail of her, and by a spring, got our broadside to bear on one of the enemy’s line of battle ships, at about ten minutes before nine o’clock where we kept up a good fire for about an hour.

“ At this time, about ten o’clock, not having understood some verbal directions, attempted to be given from the Cæsar, I received an order from the admiral by an officer, to go and rake the French admiral. I instantly turned up the hands to make sail, cut the cable, and cast the ship by the spring, and made sail to the northward, stood in, to a quarter less six, and then tacked for the French admiral, for the purpose I had been ordered to effect.

“ As I approached him, I began to take in sail in such a manner as would enabled me to have hauled in shore athwart his hawse, and which I preferred to going to leeward under his stern, as that might have subjected me from the variable flaws of wind, to have drifted further to leeward,

A.D. 1801 ward, and consequently without fulfilling in a manner which I deemed the most effected and decisive, the object of my orders. But just as I got the fore clew-garnets manned, in order to take in the fore-sail, with an intent to put the helm a-lee, and to brace the head yards a-box, the ship took the ground, within hail of the Formidable (the French admiral's ship) and which accident alone could have prevented me from putting my orders into execution.

" In this situation I opened my fire on the French admiral, with as many of my foremost guns as could be brought to bear on him, the rest being directed, with much effect, on the town, batteries, and gun-boats, with which I was surrounded. But the ship appearing to swing a little, I let go the bower anchor and cut the cable, the stream cable being clenched to the ring of the anchor, and in at the gun-room port, on which I intended to heave a strain to endeavour to force the ship round, so as to bring her broadside to bear on the French admiral (having at this time no hope of getting the ship entirely a-float, the master having, by my directions, sounded round her, and found rather less water than where she lay) but the spring being shot away before it was well taught, the ship remained immoveable. I had by this time, after much endeavour, all my signal halyards being shot away, effected making the signal for striking and sticking fast on a shoal.

" I observed some time afterwards all our ships driving out of the bay, the admiral having previously made my signal of recall, and sent a boat from the Cæsar, and another from the Venerable to my assistance; but finding they could afford me none, I sent the Venerable's boat back, and the crew of the Cæsar's in one of my own cutters, their pinnace having been sunk by a shot alongside.

" About twelve o'clock our ships were all out of gun-shot of the enemy, and we had the fire of the whole French squadron, batteries, and gun-boats, to contend with alone; against which we continued to keep up as a brisk fire as could be expected, even by men in the most sanguine expectation of victory, until nearly two o'clock.

" I had been before this time receiving repeated reports from several of my officers of the numbers killed and wounded, and of many of my guns being rendered unserviceable; and seeing many of my brave crew every moment falling at their quarters, and the ship in all respects but
little

little better than a wreck, I thought proper to call my officers together, and asked their opinion, whether more could be done for the preservation of the ship; they replied, that they thought it was impossible to do more, and that to strike the colours was the only means of preserving the lives of those that remained. A.D. 1801

“ On these considerations, and from a conviction of having experienced every possible assistance that the persevering endeavours of zealous and brave officers and men could afford me, (whose exertions, and those of Lieutenant Hill's in particular, who did duty as my first lieutenant, during the action and for some time before, I shall ever remember with the greatest gratitude); and seeing that our hitherto very effective fire on the enemy's ships and batteries was now so slackened as to be nearly useless, I ordered the firing to cease, and the people to shelter themselves as much as possible; and in a little time afterwards I submitted to the painful necessity of ordering his Majesty's colours to be hauled down.”

The court on hearing of the narrative of Captain Ferris, and the evidence of the officers and ship's company, and after mature deliberation, was of opinion that the loss of his Majesty's ship Hannibal was caused by her grounding on a shoal in the Bay of Algeziras, a-head of the French admiral, when Captain Ferris her commander, agreeably to the orders he had received, was making the gallant and well judged attempt to place her so as to rake the enemy; and after a considerable part of the ship's company had been killed or wounded; being obliged to strike his Majesty's colours; and that the conduct of Captain Ferris, in going into the action was that of an excellent and expert seaman, and that his conduct after she was engaged was that of a brave, cool, and determined officer; and that the said Captain Ferris, his officers and ship's company, by their conduct throughout the action, more particularly in continuing it for a considerable time after she was on shore, and the rest of his Majesty's fleet had been obliged to quit her, did the utmost for the preservation of his Majesty's ship, and the honour of the British flag; and doth adjudge them to be honourable acquitted; and the said Solomon Ferris, his officers and ship's company are hereby honourably acquitted accordingly.

This

A. D. 1801 This handsome and highly honourable acquittal was immediately followed by the return of Captain Ferris's sword to him by the president, who was pleased in a manner that did honour to his feelings, to address him in the following words :

“ Captain Ferris, I have great pleasure in returning this sword to you, as I feel assured, if ever you have occasion to unsheathe it again, it will be used with the same gallantry which you so nobly displayed in defending his Majesty's ship Hannibal.”

On the 2d of September, Mr. Lewis, second lieutenant of the Sirius, was tried by a court martial held on board the Cambridge in Hamoaze, on a charge preferred against him, for leaving the quarter deck, during his watch in the night, and when the Sirius was at single anchor, and the look-out frigate of the in-shore squadron off Brest.

The charge was fully proved, when the president (Rear Admiral Collingwood) and the members of the court-martial taking into their consideration the nature and consequence of the charge ; and also on the other hand the very excellent character of Lieutenant Lewis as an officer and a gentleman, only dismissed him his Majesty's service.

On the 9th, the master of the Sirius was dismissed his ship, pursuant to the sentence of a court-martial, and never to serve higher than a sixth rate ; the charges of drunkenness and neglect of duty being fully proved.

Mr. Rains, first lieutenant of the Sirius, was also tried by a court-martial, on charges exhibited against him by the master, for drunkenness, and leaving his quarters during the time of action.

The court, on hearing the evidence of the prosecutor in support of the charge, found it so contradictory, vague, and ill-founded, that the president and court unanimously acquitted Lieutenant Rains of the whole of the charges against him in the most honourable manner.

On the 14th, Lieutenant Suckling was dismissed the command of the Furnace gun-brig, on a charge being in part proved against him for neglect of duty and absence without leave.

On the same day, the master of the Terror bomb, was dismissed the service for neglect of duty.

On the 1st of October, the preliminaries of peace were signed between his Britannic Majesty and the French Republic, of which the following are the articles :

Preliminary

Preliminary Articles of Peace, between his Britannic Majesty and the French Republic. Signed at London (in English and French), the 1st of October, 1801; the 9th Vendemiaire, Year 10 of the French Republic.

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“ HIS Majesty the King of the united kingdom of Great Britain and Ireland, and the first consul of the French republic, in the name of the French people, being animated with an equal desire of putting an end to the calamities of a destructive war, and of re-establishing union and good understanding between the two countries, have named for this purpose; namely, his Britannic Majesty, the Right Honourable Robert Banks Jenkinson, commonly called Lord Hawkesbury, one of his Britannic Majesty's most honourable privy council, and his principal secretary of state for foreign affairs; and the first consul of the French republic, in the name of the French people, Citizen Lewis William Otto, commissary for the exchange of French prisoners in England; who, after having duly communicated to each other their full powers, in good form, have agreed on the following preliminary articles:

“ Art. I. As soon as the preliminaries shall be signed and ratified, sincere friendship shall be re-established between his Britannic Majesty and the French Republic, by sea and land, in all parts of the world; and in order that all hostilities may cease immediately between the two powers, and between them and their allies respectively, the necessary instructions shall be sent with the utmost dispatch to the commanders of the sea and land forces of the respective states, and each of the contracting parties engages to grant passports, and every facility requisite to accelerate the arrival, and ensure the execution of these orders. It is farther agreed, that all conquests which may have been made by either of the contracting parties from the other, or from their respective allies, subsequently to the ratification of the present preliminaries, shall be considered as of no effect, and shall be faithfully comprehended in the restitutions to be made after the ratification of the definitive treaty.

“ Art. II. His Britannic Majesty shall restore to the French Republic and her allies; namely, to his Catholic Majesty, and to the Batavian republic, all the possessions and colonies occupied or conquered by the English forces in the course of the present war, with the exception of the island of Trinidad, and the Dutch possessions in the island of Ceylon,
of

A. D. of which islands and possessions his Britannic Majesty reserves
1801 to himself the full and entire sovereignty.

“ Art. III. The port of the Cape of Good Hope shall be open to the commerce and navigation of the two contracting parties, who shall enjoy therein the same advantages.

“ Art. IV. The island of Malta, with its dependencies, shall be evacuated by the troops of his Britannic Majesty, and restored to the order of St. John of Jerusalem. For the purpose of rendering this island completely independent of either the two contracting parties, it shall be placed under the guarantee and protection of a third power, to be agreed upon in the definitive treaty.

“ Art. V. Egypt shall be restored to the Sublime Porte, whose territories and possessions shall be preserved entire, such as they existed previously to the present war.

“ Art. VI. The territories and possessions of her most Faithful Majesty shall likewise be preserved entire.

“ Art. VII. The French Forces shall evacuate the kingdom of Naples and the Roman territory. The English forces shall in like manner evacuate Porto Ferrajo, and generally all the ports and islands which they may occupy in the Mediterranean, or in the Adriatic.

“ Art. VIII. The republic of the seven islands shall be acknowledged by the French Republic.

“ Art. IX. The evacuations, cessions, and restitutions, stipulated for by the present preliminary articles, shall take place in Europe within one month; in the continent and seas of America and of Africa, within three months; and in the continent and seas of Asia, within six months after the ratification of the definitive treaty.

“ Art. X. The prisoners made respectively shall, immediately after the exchange of the ratifications of the definitive treaty, all be restored, and without ransom, on paying reciprocally the debts which they may have individually contracted. Discussions having arisen respecting the payment for the maintenance of prisoners of war, the contracting powers reserve this question to be settled by the definitive treaty according to the law of nations, and in conformity to established usage.

“ Art. XI. In order to prevent all causes of complaint and dispute which may arise on account of prizes, which may be made at sea after the signature of the preliminary articles, it is reciprocally agreed that the vessels and effects
which

which may be taken in the British Channel and in the North Seas, after the space of twelve days, to be computed from the exchange of the ratifications of the present preliminary articles, shall be restored on each side; that the term shall be one month from the British Channel and the North Seas as far as the Canary Islands inclusively, whether in the ocean, or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place.

“ Art. XII. All sequestrations imposed by either of the parties on the funded property, revenues, or debts, of any description, belonging to either of the contracting powers, or to their subjects or citizens, shall be taken off immediately after the signature of the definitive treaty. The decision of all claims brought forward by individuals of the country against individuals of the other for private rights, debts, property, or effects whatsoever, which, according to received usages and the law of nations, ought to revive at the period of peace, shall be heard and decided before the competent tribunals; and in all cases prompt and ample justice shall be administered in the countries where the claims are made. It is agreed, moreover, that this article, immediately after the ratification of the definitive treaty, shall apply to the allies of the contracting parties, and to the individuals of the respective nations upon the condition of a just reciprocity.

“ Art. XIII. With respect to the fisheries on the coasts of the island of Newfoundland, and of the islands adjacent, and in the Gulph of St. Lawrence, the two parties have agreed to restore them to the same footing on which they were before the present war, reserving to themselves the power of making, in the definitive treaty, such arrangements as shall appear just and reciprocally useful, in order to place the fishing of the two nations on the most proper footing for the maintenance of peace.

“ Art. XIV. In all the cases of restitution agreed upon by the present treaty, the fortification shall be delivered up in the state in which they may be at the time of the signature of the present treaty, and all the works which shall have been constructed since the occupation shall remain untouched.

“ It is farther agreed, that in all the cases of cession stipulated in the present treaty, there shall be allowed to the

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A.D. the inhabitants, of whatever condition or nation they may
 1801 be, a term of three years, to be computed from the notification of the definitive treaty of peace, for the purpose of disposing of their properties, acquired and possessed either before or during the present war; in the which term of three years they may have the free exercise of their religion and enjoyment of their property.

“ The same privilege shall be granted in the countries restored to all those who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

“ With respect to the other inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to either of the two powers, nor on any other account except that of debts contracted to individuals, or on account of acts posterior to the definitive treaty.

“ The present preliminary articles shall be ratified, and the ratifications exchanged in London, in the space of fifteen days for all delay; and immediately after their ratification, plenipotentiaries shall be named, on each side, who shall repair to Amiens for the purpose of concluding a definitive treaty of peace in concert with the allies of the contracting parties.

“ In witness whereof, we, the undersigned plenipotentiaries of his Britannic Majesty, and of the first consul of the French Republic, by virtue of our respective full powers, have signed the present preliminary articles, and have caused our seals to be put thereto.

“ Done at London the 1st day of October, 1801,
 the 9th Vendemiaire, year 10 of the French Republic.

(Signed)

“ HAWKESBURY,
 OTTO.” *

* On the 27th of March, 1802, the Definitive Treaty was signed at Amiens. See the end of this volume.

Pending the negotiation, and after the British squadrons had withdrawn from the blockade of the enemy's ports, a considerable armament was detached from Brest, L'Orient, and Rochfort, having on board a large body of troops for the island of St. Domingo, to quell a dangerous insurrection which had broke out among the blacks and people of colour, headed by Toussant L'Overture. See Appendix, end of Chap. II.

On

On the 12th, his Majesty caused his royal proclamation to be issued, declaring a cessation of arms. A.D. 1801

On the 31st of October a court of enquiry was held on board the *Dedaigneuse* frigate in Hamoaze, on the conduct of Lieutenant Nevin, late commanding his Majesty's armed brig *Admiral Pasley*, which was captured after a smart action, by several Spanish gun-boats near Gibraltar, and carried into Algeziras.

Vice Admiral Dacres, Captains Buller, and Charles Lane, upon hearing the evidence of Lieutenant Nevin, and examining the papers, produced by him; and taking the existing circumstances of the case into their serious consideration, were of opinion, that as the enemy had the command of their oars, and constantly kept in a position which confined the brig's force to musketry alone: from a defect in her equipment, which prevented his using the carronades, no blame could attach to any person belonging to the *Admiral Pasley*; and considering the wounded state of Lieutenant Nevin, his conduct appeared meritorious in resisting the enemy some time after the master had advised him to surrender, and until the *Admiral Pasley* was completely defenceless.

On the 3d of November a court-martial was held on board the *Gladiator* in Portsmouth harbour, on Captain John Gardner, of his Majesty's brig *Star*, on charges exhibited against him by Mr. William Lind, late surgeon of the said brig,* for cruel, oppressive, and tyrannical treatment of his officers; for having traded in slaves, and various articles, on the coast of Madagascar; and for having plundered a French prisoner. After the officers and ship's company of the *Star* had been examined, who were the witnesses, the Court pronounced that the charges had not been proved against Captain John Gardner, but were ill-founded, malicious, vexatious, scandalous and infamous; and adjudged him to be honourably acquitted.

Upon the signing of the preliminary articles of peace, most of the hired armed vessels, gun-boats, &c. employed for the defence of the coast, were ordered to be paid off; the Sea Fencibles, raised for the protection of the maritime counties, were also discontinued, and the officers commanding them discharged.

* Mr. Lind was dismissed the service on a charge of neglect of duty being proved.

A. D. 1801 Early in November a detachment of the Channel fleet, under the command of Vice Admiral Sir Andrew Mitchell, was ordered to Bantry Bay, in Ireland.*

The remainder, under Admiral Cornwallis, rendezvoused in Torbay and Cawsand Bay.

The blockade of Brest, and indeed all the enemy's ports in the Bay, was so completely effected, by the judicious arrangements made by the commander in chief of the fleet, that not even a *chasse marée* could escape along shore. A squadron of observation was constantly either at anchor, or cruising close in with Brest, under Rear Admiral Sir James Saumarez and Thornborough, whilst the main body of the fleet remained in the Offing. A detachment was also sent under Sir Edward Pellew to block up Rochfort. A chain of frigates, and other light vessels, were constantly on the alert, closely watching the enemy at L'Orient, Quiberon Bay, and other ports along the coast. In short, nothing could equal the vigilance and activity with which this service was performed, not a ship or vessel of any description was permitted to return into port, but either with dispatches, or from absolute necessity; and then with positive orders to rejoin as soon as their wants were completed. A noble example of perseverance was manifested by Admiral Cornwallis, who remained out, shifting his flag as occasion required, from the month of February, when he joined the fleet, to the time of its being ordered into port in October.

During this long cruise the fleet was amply supplied with fresh beef, beer, and refreshments of every kind: each ship, on her return carried out as much of every sort as she could conveniently stow.

On the 14th of November, a court-martial was held on board the *Gladiator* in Portsmouth harbour, to try Vice Admiral Sir William Parker, Bart. on a charge of sending the *America* and *Cleopatra* to the West-Indies, and permitting them to cruise there, contrary to the orders of the Lords of the Admiralty.

President,

Admiral Sir Thomas Pasley, Bart.

Admiral S. Lutwidge,

Vice Admiral A. Græme,

Rear Admiral J. Holloway,

Rear Admiral T. Totty.

* Appendix, Chap. II. No. 414.

Captains,

Captains,

A. D.
1801Charles Stirling,
Hon. Robert Stopford,
P. C. Durham,
C. W. Paterfon,Samuel Hood,
J. Sidney Yorke,
Frank Sothern,
J. N. Newman.

M. Greetham, Esq. Judge Advocate.

The whole of the evidence having been gone through, and the vice admiral heard in his defence, which clearly proved that he acted upon principles dictated by an ardent desire to serve his country, which was fully corroborated on the evidence of Captains John Oaks Hardy, and J. Bingham, and the Rev. Mr. Souter, his secretary: the Court on the 5th delivered his acquittal.

“ That Vice Admiral Sir William Parker, Bart. was justified in sending his Majesty's ships *America* and *Cleopatra* to the West-Indies; that the vice admiral was indiscreet in having given such detailed instructions to their captains for their return within the limits of their station; but the general character of the vice admiral is such as to preclude the idea that he had been guided by any motive unconnected with the good of his Majesty's service, and do therefore adjudge him to be acquitted.”

The president, on returning his sword to the vice admiral, addressed him—

“ Sir William Parker, it is a pleasing task which remains for me to perform, that of delivering to you a sword which you have worn with so much honour.”

Early in the month of December, symptoms of mutiny were discovered on board his Majesty's ship *Temeraire*, which, on a detachment of the fleet being ordered to sail from Bantry Bay for the West-Indies,* under the command of Rear Admiral George Campbell, (whose flag was on board that ship,) broke out into the most violent and daring acts of disobedience to the commands of their officers, by whose spirited firmness and exertion it was happily suppressed; the ringleaders, to the number of twenty, were secured, and brought round to Portsmouth to be tried.

Immediately on the arrival of the fleet at Spithead under Admiral Mitchell, a court-martial was ordered to assemble for the trial of the mutineers, composed of the following members:

* Appendix, Chap. II. No. 414.

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President,

Vice Admiral Sir Andrew Mitchell, K. B.

Vice Ad. Sir C. M. Pole, Bt.

Rear Ad. J. Holloway,

Rear Ad. C. Collingwood,

Rear Ad. G. Campbell.

Captains,

A. Bertie,

T. Wells,

S. Osborne,

T. Jones,

T. Louis,

Sir E. Neagle, Knt.

R. Grindall,

Davidge Gould.

M. Greetham, Esq. Judge Advocate.

On the 6th of January, 1802, fourteen of the mutineers were put on their trial, which continued till the 10th, when the whole of the evidence having been heard, as well as what the prisoners had to offer in their defence, the court, after the most mature deliberation, pronounced the following sentence:

“ That the charges are proved against all except Christopher White, and doth adjudge them to suffer death, by being hanged by the neck on board such ship of his Majesty at Spithead, or in Portsmouth harbour, and at such time as the Lords Commissioners for executing the office of Lord High Admiral of England shall direct; and the said John Mayfield, &c. (all except White) are hereby ordered to suffer death, by being hanged by the neck as before mentioned; and the Court is further of opinion that the charges against Christopher White are in part proved, and doth order and adjudge him to receive 200 lashes on his bare back, on board such ships at Spithead, or in Portsmouth harbour, and at such times as the said Lords Commissioners shall direct; and the said Christopher White is ordered to receive 200 lashes accordingly.”

Collins (one of the prisoners) then said—

“ Permit me to return my sincere thanks to the court for the patience and indulgence shewn me: I acknowledge the justness of my sentence; I have violated the laws of my country, and the discipline of the navy; but I declare to Almighty God, that the intention of murder never entered my head. I solemnly call God to witness this declaration, and trust to the truth of it all my hopes of pardon in the other world. May God protect the British isles and the government; and may God receive my soul! At these words all the other prisoners exclaimed, Amen!”

On

On the 15th, six of these deluded and unhappy men were executed, four on board the *Temeraire*, one on board the *Formidable*, and one on board the *Majestic*. Some days previous to their execution, they addressed the following letter to the Rev. Mr. Jones, chaplain of the *Temeraire*. A.D. 1801

“ Gladiator, Jan. 7, 1802.”

“ Dear Sir,

“ We take the liberty of thus humbly begging you, in the name of the Lord our God, to attend us and administer unto us poor and miserable sinners, the word of our blessed Redeemer, as the state we are now in is of the most serious nature; our bodies not only being in danger, but our unprepared souls, therefore we humbly implore your assistance on this unfortunate occasion. Do pray not delay, as our time is exceedingly precious; we therefore conclude, humbly begging your compliance

“ Your’s, with humility,
“ Unhappy *Temeraires*.”

The following Paper, which one of them presented when they came upon the platform, was read aloud to the ship’s company.

“ Remember your duty to God, and for his sake to your King and Country: you must be sensible what was the chief cause that brought on the fatal consequences which now end so unhappily for us, and with so much remorse to you, if you rightly consider how much you have contributed, by your support and countenance, to bring us to this untimely end.

“ We refused to put that trust and confidence in the wisdom of our rulers, which is due to them from all good subjects; they watch for the welfare of us all; and how dare we then prefer our own selfish pleasures and interests to what they saw necessary to the public good. How could we find it in our hearts to forfeit all the praises and the honours which our country had so gratefully bestowed upon her naval heroes, who have so bravely fought for her!

“ How could we so foolishly suffer our impatience to get the better of us, as for the sake of a few months longer service, to sacrifice all the blessings of peace we had been toiling for these nine long years!

M m 3

OH

A.D. 1801 " Oh! that we had made these reflections sooner ourselves! But our lot is cast—our course in this world is finished. Make good use of what remains of yours. It cannot be long before we must all meet again, before the judgment seat of that God whom we have offended; but who, we trust, has seen and accepted our unfeigned repentance, and will forgive us, as we do truly and freely forgive all those who have in any wise offended or injured us. Prepare yourselves also, dear countrymen, for this forgiveness, that when we meet in the world to come, we may not meet in everlasting misery.

" Pray for us—we heartily pray for you.—Amen!"

On the 14th, six more of the mutineers were tried; and on the 16th sentence of death pronounced on five, the other to receive 200 lashes from ship to ship.

On the 19th they were executed, three on board the *Achille*, and two on board the *Centaur*.

Taylor, one of the mutineers, addressed the ship's company of the *Achille* as follows:

" I hope the ship's company of the *Achille*, as well as the spectators present, will take warning by my example. It is impossible for seamen to succeed in any attempt to mutiny. Sailors never did, nor ever would, stick to each other on such an occasion. Those who attempt to violate the laws of the land, or naval discipline, must inevitably expect to meet with the same disgraceful end I am going to suffer. I acknowledge the justness of my sentence, and forgive all parties concerned against me. I have made my peace with God, and am ready to die."

To the honour of the marines, they conducted themselves in this unfortunate business with that adherence to order and discipline which they so conspicuously displayed on many former and similar occasions.

The following testimony of the approbation of their conduct was communicated to them from the Admiralty through the commander in chief.

" *Torbay, Dec. 25, 1801.*

" The Lords Commissioners of the Admiralty having expressed their high satisfaction of the good conduct of the marines of several of the ships under my command, with you
at

at Bearhaven, in declaring their abhorrence of the mutinous proceedings which had lately taken place at that anchorage; and of their having come forward upon that occasion, so much to the honour of their corps, and the interest of their country. I am to desire that you will be pleased to communicate the same to them, and assure them that I feel highly gratified on the present occasion.

A.D.
1801

“(Signed) W. CORNWALLIS.”

“*To Vice Admiral Sir ANDREW MITCHELL, &c. &c.*”

“*Spithead, Dec. 29, 1801.*”

“It is my directions to the captains of his Majesty's ships named in the margin,* under my orders, to communicate to the marines serving on board the respective ships under their command the above letter from the commander in chief: and I feel equally happy their good conduct has merited such a mark of approbation from him and the Lords Commissioners of the Admiralty.

“(Signed) A. MITCHELL.”

On the same day of the execution of the mutineers, the Squadron under Rear Admiral Campbell dropped down to St. Helens previous to their sailing for the West Indies.†

On the 6th of December Lieutenant W. H. Ingram, of the *Isis*, was dismissed the ship by the sentence of a court-martial, and put at the bottom of the list of lieutenants, on a charge being proved of behaving in an ungentlemanlike manner to the officers of the ship.

On the 13th Rear Admiral Totty sailed from Spithead for the West-Indies.

* Windfor Castle, Princess Royal, Glory, and Malta; the *Resolution* and *Vengeance* were also, it appeared afterwards, entitled to share in the public declaration of thanks.

† Appendix, Chap. II. No. 414.

A.D.
1801

A List of Flag Officers, with the number of Post Captains, Masters and Commanders, and Lieutenants belonging to the Royal Navy of Great Britain, on the 31st of December, 1801.

FLAG OFFICERS.

Admiral of the Fleet.

Sir Peter Parker, Bt.

Admirals of the White Squadron.

Robert Roddam, Esq.
Mark Milbank, Esq.
Nicholas Vincent, Esq.
Lord Graves,
Robert Digby, Esq.
Viscount Bridport,
Sir Chaloner Ogle, Kt.
Viscount Hood,
Sir Richard Hughes, Bt.
John Elliot, Esq.
Lord Hotham,

Joseph Peyton, Esq.
Sir Charles Middleton, Bt.
Sir Richard King, Bt.
Earl St. Vincent,
Viscount Duncan,
Richard Brathwaite, Esq.
Philips Cosby, Esq.
Samuel Cornish, Esq.
John Brisbane, Esq.
Charles Woseley, Esq.
Duke of Clarence.

Admirals of the Blue Squadron.

Sir Richard Onslow, Bt.
Sir Robert Kingsmill, Bt.
Hon. William Cornwallis,
William Allen, Esq.
Charles Buckner, Esq.
John Gell Esq.
William Dickson, Esq.
Lord Gardner,
Robert Linzee, Esq.
Skeffington Lutwidge, Esq.
Thomas Dumaresq, Esq.

Sir Hyde Parker, Kt.
Benjamin Caldwell, Esq.
Sir James Wallace, Kt.
Wm. Peere Williams, Esq.
Sir Thomas Pasley, Bt.
Sir Thomas Rich, Bt.
James Cummings, Esq.
Sir John Colpoys, K. B.
Archibald Dickson, Esq.
George Montagu, Esq.
Lord Keith, K. B.

Vice Admirals of the Red.

James Pigot, Esq.
Lord Radstock,
Thomas Mackenzie, Esq.
Thomas Pringle, Esq.
Sir Roger Curtis, Bt.
Sir Henry Harvey, K. B.
Robert Man, Esq.

Sir William Parker, Bt.
Charles Holmes Everet Cal-
madey, Esq.
John Bourmaster, Esq.
Sir George Young, Bt.
John Henry, Esq.
Richard Rodney Bligh, Esq.
Vice

A.D.
1801*Vice Admirals of the White.*

Alexander Græme, Esq.	Christopher Mafon, Esq.
George Keppel, Esq.	Thomas Spry, Esq.
Samuel Reeve, Esq.	Sir John Orde, Bt.
Robert Biggs, Esq.	William Young, Esq.
Francis Parry, Esq.	James Gambier, Esq.
Isaac Prescot, Esq.	Sir Andrew Mitchell, K. B.
John Bazely, Esq.	

Vice Admirals of the Blue.

Cha. Chamberlayne, Esq.	John Leigh Douglas, Esq.
Peter Rainier, Esq.	William Swiney, Esq.
Christopher Parker, Esq.	Charles Edw. Nugent, Esq.
Philip Patten, Esq.	Charles P. Hamilton, Esq.
Sir Charles M. Pole, Bt.	Edmund Dod, Esq.
John Browne, Esq.	Visc. Nelson, Duke of Bronte,

Rear Admirals of the Red.

Sir George Home, Bt.	John Halloway, Esq.
Sir Charles Cotton, Bt.	George Wilson, Esq.
John Thomas, Esq.	Sir Cha. H. Knowles, Bt.
James Brine, Esq.	Hon. Thomas Pakenham,
John Pakenham, Esq.	Robert Deane, Esq.
Sir Erasmus Gower, Kt.	Cuthbert Collingwood, Esq.
James H. Whitshed, Esq.	Lord Lecale,
Arthur Kemp, Esq.	Thomas Taylor, Esq.
Smith Child, Esq.	Sir John Tho. Duckworth,
	K. B.

Rear Admirals of the White.

John Willet Payne, Esq.	George Bowen, Esq.
Sir Robert Calder, Bt.	Robert Montagu, Esq.
James Richard Dacres, Esq.	John Ferguson, Esq.
Hon. George C. Berkeley,	Edward Edwards, Esq.
Esq.	Sir John Borlase Warren,
Thomas West, Esq.	K. B.
James Douglas, Esq.	Edward Tyrell Smith, Esq.
Peter Aplin, Esq.	Sir Thomas Graves, K. B.
Henry Savage, Esq.	Thomas Mar. Ruffel, Esq.
Barth. Sam. Rowley, Esq.	Silverius Moriaty, Esq.
Sir Rich. Bickerton, Bt.	Sir Henry Trollope, Kt.

Rear

A. D.
1801*Rear Admirals of the Blue.*

Henry Edwin Stanhope, Esq.	John Fish, Esq.
Robert M'Douall, Esq.	Jaheel Brenton, Esq.
Billy Douglas, Esq.	John Knight, Esq.
John Wicky, Esq.	Edward Thornborough, Esq.
John Inglis, Esq.	James Kempthorne, Esq.
Sampson Edwards, Esq.	Arthur Philip, Esq.
George Campbell, Esq.	Sir Will. Geo. Fairfax, Kt.
Thomas Hicks, Esq.	Thomas Totty, Esq.
Henry Cromwell, Esq.	Sir James Saumarez, K. B.

Admiral of the fleet,	-	1
—— of the White,	-	22
—— of the Blue,	-	22
Vice Admirals of the Red,	-	13
—— of the White,	-	13
—— of the Blue,	-	12
Rear Admirals of the Red,	-	18
—— of the White.	-	20
—— of the Blue,	-	18

Total Admirals	139
Post Captains	534
Masters and Commanders	407
Lieutenants	2348
Total Officers in the Royal Navy	3428

A daring and singular Anecdote is related of the Pilot, belonging to the Immortalite Frigate, one of those appointed to watch Brest.

This man, either a Frenchman, or speaking French extremely well, expressed a great desire to Captain Hotham, that he would permit him to go on shore and get information of the state and situation of the enemy's fleet. After frequent solicitations Captain Hotham consented, and he was put on shore in the night, with a promise that a boat should be sent to bring him off, at a proper time. The boat was accordingly sent five successive nights to the places appointed, but no pilot was there. At the expiration of eight

eight days, he came alongside in a French boat rowed by two men: and gave the following account of himself. A.D. 1804
That fearing lest he should be apprehended as a spy, he gave up the idea of attempting to get off as agreed upon, and came to the resolution of hiring a boat to go into Cameret Bay; upon getting pretty near to it, he told the men he did not mean that bay, he meant Berthaume Bay; which was about half way to the ship; when he had approached near this bay, he said he wanted to go to point St. Mathews, (which was not more than two gun shots from the frigate) upon this the men flew in a passion, telling him they would take him back to Brest. When the pilot instantly took a brace of pistols from his pocket; and pointing one at each of them, exclaimed—"I am an Englishman, and if you do not put me on board my ship, without delay, I will blow your brains out." With which the Frenchmen judged it best to comply.

This resolute fellow had absolutely been on board some of the ships of war, and gave an exact account of their condition and force.

This year the old and iniquitous custom of allowing the shipwrights in the dock yards to cut and take chips away, was abolished, and they are allowed in lieu six-pence per day.

EXPEDITION TO THE BALTIC.

On the 12th of March, the Squadron destined for the Baltic, sailed from Yarmouth Roads under the command of Admiral Sir Hyde Parker, it consisted of seventeen sail of the line, several frigates, gun brigs, and other small armed vessels.

Whilst in the Downs, a great number of flat-bottomed boats, and several pieces of heavy artillery were taken on board; and at Yarmouth the 49th regiment, commanded by Colonel Brock, a detachment of artillery, and two companies of the rifle corps, the whole to be commanded by Colonel Stewart, were embarked for the service of the expedition.*

On Sir Hyde Parker's arrival in the Cattegat, he dispatched the following letter to the governor of Cronberg Castle.

* Appendix, Chap. II. No. 415. With the ships that joined afterwards.

A.D.
1801

*“ London, in the Cattegat,
March 27th, 1801.*

“ From the hostile intentions of the court of Denmark, sending away his Britannic Majesty's Charge d'Affaires, the commander in chief of his Majesty's fleet, is anxious to know what the determination of the Danish court is, and whether the commanding officer of Cronberg Castle has received orders to fire upon the the British fleet as they pass into the Sound, as he must deem the firing of the first gun a declaration of war on the part of Denmark.

(Signed) “ HYDE PARKER.”

The Governor's Answer.

“ Cronberg Castle, 28th March, 1801.

“ In answer to your excellency's letter, which I did not receive till the following day, at half past eight, I have the honour to inform you, that his Majesty the King of Denmark did not send away the Charge d'Affairs, but that upon his own demand he obtained a passport. As a soldier I cannot meddle with politics, but I am not at liberty to suffer the fleet, whose intentions are not yet known, to approach the guns of the castle which I have the honour to command. In case your excellency should think proper to make any proposals to his Majesty the King of Denmark, I wish to be informed thereof, before the fleet approaches nearer to the castle. An explicit answer is desired.

(Signed) STRICKER.”

Reply of Sir Hyde Parker.

*“ On board the London,
29th March, 1801, one A. M.*

“ Sir,

“ In answer to your excellency's note just now received, the undersigned has only to reply, that finding the intentions of the court of Denmark to be hostile against his Britannic Majesty, he regards the answer as a declaration of war, and therefore, agreeable to his instructions, can
no

no longer refrain from hostilities, however reluctant it may be to his feelings; but at the same time will be ready to attend to any proposals of the court of Denmark for restoring the former amity and friendship which had for so many years subsisted between the two courts.

(Signed)

“HYDE PARKER.”

“His Excellency the Governor
of Cronberg Castle.”

Violent gales of wind had previously prevented the fleet from entering the Sound, for although it blew from a favourable quarter, its violence and the heavy sea, made it impossible for the ships to weigh their anchors. On the 30th, it was more moderate, and the wind blowing from the northward, the fleet weighed and passed into the Sound; the forts on the Danish shore keeping up an incessant fire on them without effect: those on the Swedish remained silent, although the ships passed within one mile of their batteries. So soon as the whole line had passed the enemy's batteries, it anchored within five or six miles of the island of Huin. Sir Hyde Parker, with Lord Nelson and Rear Admiral Graves embarked on board a lugger to reconnoitre the enemy's formidable line of defence, consisting of ships, radeaus, pontoons, galleys, fire ships, and gun boats, flanked and supported by extensive batteries on the islands called the Crowns; the largest of which was mounted with from 50 to 70 pieces of cannon; these were again commanded by two ships of 70 guns, and a large frigate in the inner road of Copenhagen, and two 64 gun ships (without masts) were moored on the flat on the star-board side of the entrance into the Arsenal.

The next day their position was again more minutely examined, when it was resolved to make the attack from the southward. This desperate service was volunteered by Vice Admiral Lord Nelson, with that enthusiastic zeal and ardour which has ever manifested itself in the character of that intrepid officer.

For the execution of this service, some days before the fleet entered the Sound, he had shifted his flag into the Elephant.

The vice admiral having by the assistance of Captains Riou and Brisbane, with the masters of the Amazon and Cruizer sloop, examined and buoyed the channel of the
Outer

A. D. 1801. Outer Deep, and the position of the Middle Ground, proceeded with the squadron, and anchored in safety on the evening of the 1st of April, off Draco Point;* from whence his lordship issued the following orders for the attack.

“ As Vice Admiral Lord Nelson cannot with precision mark the situation of the different descriptions of the enemy's floating batteries, and smaller vessels, lying between the two decked ships and hulks; the ships which are to be opposed to the floating batteries, &c. &c. will find their stations by observing the stations of the ships to be opposed to the two decked ships and hulks.

Line of Battle.

These ships are to fire in passing on to their stations.	{	Edgar, Ardent, Glatton, Isis, †Agamemnon,	}	Are to lead in suc- cession.
--	---	---	---	---------------------------------

The Edgar to anchor a-breast of No. 5, (a 64 gun ship hulk). The Ardent to pass the Edgar, and anchor a-breast of No. 6 and 7. The Glatton to pass the Ardent, and anchor a-breast of No. 9, (a 64 gun ship hulk.) The Isis to anchor a-breast of No 2, (a 64 gun ship hulk). The Agamemnon to anchor a-breast of No. 1.

†Bellona, Elephant, Ganges, Monarch, Defiance, †Russet, Polyphemus,	}	To take their station and an- chor as is prescribed by the fol- lowing arrangement.
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Memorandum.—No. 1, begins with the enemy's first ship to the southward.

* Appendix, Chap. II. No. 416.

† Not in action, being on shore, though from their situation they were exposed to the enemy's fire.

No.	Rates.	Supposed number of guns mounted on one side.	Station of the line as they are to anchor and engage.	A.D. 1801
1	- 74 -	28	{ Agamemnon; Desirée is to follow Agamem- non, and rake No. 2. Ifis.	
2	- 64 -	26		
3	{ Low floating batteries ship rigged, rather within the line.	10	{ It is hoped the Desirée's fire will not only rake No. 2, but also rake these two ships. Capt. Rose is to place the six gun brigs so as to rake them also.	
4		10		
5	- 64 -	27	Edgar.	
6	{ Pontoon -	10	{ Ardent.	
7		12		
8	{ Small, no guns visible	30	{ Glatton.	
9		30		
10	Ship gun boat of 22 guns	11	{ Bellona to give her at- tention to support the Glatton.	
11	{ Pontoon, or floating batteries -	12		
12		9		
13	74	36	Elephant.	
14	{ Pontoons, or floating batteries -	12	{ Ganges.	
15		12		
16	- 64 -	30	Monarch.	
17	- 64 -	30	Defiance.	
18	- 64 -	30	Russel.	
19	- 64 -	30	Polyphemus.	
20	{ A small ship, supposed a bomb, -	11		

The six gun boats Captain Rose is to place with the Jamaica, to make a raking fire upon No. 1. The gun boats, it is presumed, may get far enough a-stern of No. 1, to rake Nos. 3 and 4; and Captain Rose is to advance with the ship and vessels under his orders, to the northward, as he may perceive the British fire to cease, where he is first stationed.

Nos. 1, 2, 3, and 4, being subdued, which is expected to happen at an early period, the Ifis and Agamemnon are to cut their cables, and immediately make sail and take their station a-head of the Polyphemus, in order to support that

A.D. 1801 that part of the line. One flat boat manned and armed, is to remain upon the off side of each line of battle ship. The remaining flat boats, with the boats for boarding, which will be sent by Admiral Sir Hyde Parker, under the command of the first lieutenant of the London, are to keep as near to the Elephant as possible, but out of the line of fire, and to be ready to receive the directions of Lord Nelson.

The four launches, with anchors and cables, which will be sent by Admiral Sir Hyde Parker, under the command of a lieutenant of the London, to be as near to the Elephant as possible, out of the line of fire, ready to receive orders from Vice Admiral Lord Nelson.

The Alcmena, Blanche, Arrow, Dart, Zephir, and other fire-ships, are to proceed under the orders of Captain Riou, of the Amazon, to perform such service as he is directed by Lord Nelson.

At a little before ten o'clock in the morning of the 2d, the vice admiral made the signal to weigh and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from twenty-six 24 pounders, to eighteen 18 pounders, and one bomb ship, besides schooner gun vessels. These were supported by the Crown Islands, mounting 88 cannon, and four sail of the line moored in the harbour's mouth, and batteries on the island of Amak.

The fleet was led into action in a most gallant manner, by Captain George Murray, in the Edgar; whose example was nobly followed by the other ships of the squadron; unfortunately, the Bellona and Russel, from the intricate navigation, took the ground; but although not in the station assigned them, were so placed as to be of great service. The Agamemnon could not weather the shoal of the Middle, and was obliged to anchor. These unlucky accidents prevented the extension of the British line, and exposed the Monarch, Defiance, and the small squadron of frigates under Captain Riou, to a heavy cannonade from the enemy, which proved fatal to him and Captain Mosse, both of whom, with many other gallant officers and brave men were killed.

The engagement commenced at five minutes after ten, and continued without intermission for four hours, when the whole of the enemy's line and batteries were silenced, seventeen sail were sunk, burnt, or taken; the bomb ship and schooner gun vessels made their escape.

The

The bomb vessels threw their shells into the town and arsenal with some effect. A. D. 1801

The loss sustained, as must have been expected in so desperate and resolute an attack, was very great; twenty officers, including Captains Mølle and Riou* were killed, and 254 men.

Wounded 48 officers, including Captain Sir Thomas Bladen Thompson, of the *Bellona*, who lost his leg,† and 689 men, making a total of killed and wounded 943.‡

The Danes, by their own account, lost between 1600 and 1800 men. As soon as the firing had ceased on both sides, Lord Nelson sent a flag of truce, with the following note, to the Prince Royal of Denmark.

“ Lord Nelson has directions to spare Denmark, when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson must be obliged to set on fire all the floating batteries he has taken, without having the power to save the brave Danes who have defended them.”

“ Dated on board his Majesty's Ship *Elephant*,
Copenhagen Roads, April 2, 1801.

“ (Signed) NELSON and BRONTE,
“ Vice Admiral, under the command of
Admiral Sir Hyde Parker.

“ To the Brothers of Englishmen,
the Danes.”

Message from the PRINCE ROYAL.

“ His Royal Highness the Prince Royal of Denmark, has sent me, General Adjutant Lindholm, on board to his Britannic Majesty's Vice Admiral the Right Hon. Lord Nelson, to ask the particular object of sending the flag of truce.

Lord NELSON's Answer.

“ Lord Nelson's object in sending the flag of truce, was humanity; he therefore consents that hostilities shall cease;

* A pension was settled upon Capt. Mølle's widow of 200l.; and 25l. per annum on each of his six children, which is to cease at the boys attaining the age of 21 years, and with the girls on their marriage. This is become an established regulation in the service.

† Has a pension of 500l. per annum, and Captain of the *Mary* yacht.

‡ Appendix, Chap. II. No. 416.

A.D. 1801 and that the wounded Danes may be taken on shore, and Lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes, as he shall think fit.

“ Lord Nelson, with humble duty to his Royal Highness the Prince of Denmark, will consider this the greatest victory he ever gained, if it may be the cause of a happy reconciliation and union between his own most gracious sovereign, and his Majesty the King of Denmark.

“ (Signed) NELSON and BRONTÉ.”

“ *On board his Majesty's Ship Elephant,
Copenhagen Roads, April 2, 1801.*”

The Danes accordingly agreed to a cessation of arms, and Lord Nelson went on shore for the purpose of opening a negotiation with the Court of Denmark. His Lordship, on landing, was received by the multitude with the loudest and most general acclamations; and the Prince Royal of Denmark received him also in a manner conformable to his high character. On the 9th an armistice was concluded and signed by the respective officers empowered to treat, of which the following is a copy :

Armistice.

“ The Danish Government on the one hand, and Admiral Sir Hyde Parker, Knight, commander in chief of his Britannic Majesty's naval forces in the Road of Copenhagen, on the other, being, from motives of humanity, equally anxious to put a stop to the further effusion of blood, and to save the City of Copenhagen from the disastrous consequences which may attend a further prosecution of hostilities against that city, have mutually agreed upon a military armistice, or suspension of arms.

“ His Danish Majesty having for that purpose appointed Major General Ernest Frederick Waltenstorff, Chamberlain to his Danish Majesty, and colonel of a regiment, and Adjutant General Hans Lindholm, captain in his Danish Majesty's navy, his commissioners for agreeing about the terms of the said armistice; and Admiral Sir Hyde Parker, Knight, having with the same view duly authorised the Right Honourable Horatio Lord Nelson, of the Nile, Knight of the most honourable order of the Bath, Duke of Bronte, in Sicily, Knight of the Grand Cross of the Order
of

of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent, Vice Admiral in the Fleet of his Britannic Majesty; and the Honourable William Stewart, Lieutenant-Colonel in his Britannic Majesty's service, and member of parliament, and commanding a detachment of his Britannic Majesty's forces embarked: these said commissioners have met this day, and having exchanged their respective powers, have agreed upon the following terms:

A. D.
1801

" Art. I. From the moment of the signature of this armistice, all hostilities shall immediately cease between the fleet under the command of Admiral Sir Hyde Parker, and the City of Copenhagen, and all the armed ships and vessels of his Danish Majesty in the road or harbour of that City; as likewise between the different islands and provinces of Denmark, Jutland included.

" Art. II. The armed ships and vessels belonging to his Danish Majesty, shall remain in their present actual situation as to armament, equipment, and hostile position: and the treaty, commonly understood as the treaty of armed neutrality, as far as relates to the co-operation of Denmark, be suspended, while the armistice remains in force.

" On the other side, the armed ships and vessels under the command of Admiral Sir Hyde Parker, shall in no manner whatsoever molest the city of Copenhagen, or his Danish Majesty's armed ships and vessels on the coasts of the different islands and provinces of Denmark, Jutland included: and in order to avoid every thing which might otherwise create uneasiness or jealousy, Sir Hyde Parker shall not suffer any of the ships or vessels under his command, to approach within gun shot of the armed ships or forts of his Danish Majesty in the road of Copenhagen; this restriction shall not however extend to vessels necessarily passing or repassing through the Gaspar, or King's Channel.

" Art. III. This armistice is to protect the city of Copenhagen, as also the coasts of Denmark, of Jutland, and the islands included, against the attack of any other naval force which his Britannic Majesty may now, or hereafter, during its remaining in force, have in those seas.

" Art. IV. The fleet of Admiral Sir Hyde Parker shall be permitted to provide itself at Copenhagen, and along the coasts of the different islands and provinces of Denmark and Jutland included, with every thing which it may require for the health and comfort of the crews.

A.D. 1801 “ Art. V. Admiral Sir Hyde Parker shall send on shore all such subjects of his Danish Majesty as are now on board the British fleet under his command, the Danish government engaging to give an acknowledgment for them, as also for all such wounded as were permitted to be landed after the action of the 2d instant, in order that they may be accounted for in favour of Great Britain, in the unfortunate event of the renewal of hostilities.

“ Art. VI. The coasting trade carried on by Denmark along all such parts of her coast as are included in the operation of this armistice, shall be unmolested by any British ships or vessels whatever, and instructions given accordingly by Admiral Sir Hyde Parker.

“ Art. VII. This armistice is to continue uninterrupted by the contracting parties for the space of fourteen weeks from the signature hereof; at the expiration of which time, it shall be in the power of either of the said parties to declare a cessation of the same, and to recommence hostilities, upon giving fourteen days previous notice.

“ The conditions of this armistice are upon all occasions to be explained in the most liberal and loyal manner, so as to remove all ground for further disputes, and facilitate the means of bringing about the restoration of harmony and good understanding between the two kingdoms.

“ In faith whereof, we, the undersigned commissioners, in virtue of our full powers, have signed the present armistice, and have affixed to it the seal of our arms.

“ Done on board his Britannic Majesty's Ship the London, in Copenhagen Roads, April the Ninth, One Thousand Eight Hundred and One.

“ Signed (L. S.) NELSON and BRONTE.

(L. S.) WILLIAM STEWART.

(L. S.) ERNEST FREDERIC WALTENSTORFF.

(L. S.) HANS LINDHOLM.

In pursuance of my above-mentioned authority, I ratify this document with my hand.

“ (L. S.) FREDERICK.

Ratified by me,

“ (L. S.) HYDE PARKER, Admiral and Commander in Chief of his Britannic Majesty's Fleet.”

Upon

Upon the above armistice being concluded, Admiral Sir Hyde Parker ordered the following general order to be issued to the fleet by his first captain. A.D. 1801

G. O. *His Majesty's Ship London, Copenhagen Roads, April 10th, 1801.*

“ An armistice being now concluded between the government of Copenhagen, and the commander in chief, by which all hostilities are to cease for the space of fourteen weeks, or until the courts of Great Britain and Copenhagen have arranged their present differences.

“ It is the commander in chief's express directions that no act of hostility or insult be offered by any officer or seaman under his command to the Danish flag, as it is meant such supplies as are wanted for the fleet, are to be sent off by Danish boats from the shore. The commander in chief strictly prohibits any officers or boats going to the shore from the fleet, except by his special permission first granted.

(Signed)

“ WM. DOMETT.”

For this important victory, Admiral Sir Hyde Parker, Vice Admiral Lord Nelson, Rear Admiral Thomas Graves, and the Hon. Lieutenant Colonel Stewart, with the officers, seamen, marines, and soldiers of the fleet, were voted the thanks of both houses of parliament for the very gallant services they had rendered their country. A monument was also voted to be erected in St. Paul's Cathedral, to the memory of Captains Mølle and Riou.

Danish account of the Action off Copenhagen.

The following is the official account of the late naval engagement, transmitted to his Royal Highness the Crown Prince, by the Commander in Chief, Olfert Fisher :

“ On the 1st of April, at half past three in the afternoon, two divisions of the English fleet, under the command of Vice Admiral Lord Nelson and a rear admiral, weighed anchor, and stood eastwards and by south of the middle passage of the road, where they anchored, This

A. D. force consisted of twelve ships of the line, and several large
1801 frigates, gun boats, and other smaller vessels, in all 31
sail.

“ On the 2d of April, at three quarters past nine in the morning, the wind S. E. both the vessels to the south, and the vessels to the north of the middle road, weighed anchor. The ships of the line and heavy frigates under Lord Nelson, steered for the *Konigstiefe*, to take their station in order along the line of defence confined to me. The gun boats and small vessels took their station nearer to the town, and the division of Admiral Parker consisting of eight ships of the line and some small vessels, steered with a press of sail southwards to the right wing of defence.

“ At half past ten, the foremost ships of Admiral Nelson's division passed the southernmost ships of the line of defence: I gave those ships that were within shot, the signal for battle. The block ships, *Provesteen*, and *Wagner*, and immediately after these, the *Jutland*, between which and the block ship *Danaebrog*, the leading English ship (of 74 guns) fixed her station by throwing out one of her rear anchors, obeyed the signal by a well directed and well supported fire. By degrees, the next of the ships came up, and as they sailed past on both sides of the ships already at anchor, they formed a thick line, which, as it stretched northwards to the ship of the line the *Zealand*, engaged not more than two-thirds of the line of defence committed to me; while the *Three Crowns* battery, and the block ships, *Elephant* and *Mars*, with the frigate *Hielpern* did not come at all into action.

“ In half an hour the battle was general. Ten ships of the line, among which was one of 80 guns, the rest chiefly 74's, and from six to eight frigates, on the one side. On the other, seven block ships, of which only one of 74 guns, the rest of 64 and under, two frigates, and six small vessels. This was the respective strength of the two parties. The enemy had on the whole two ships to one, and the block ship *Provesteen* had, besides a ship of the line, and the rear admiral, two frigates against her, by which she was raked the whole time, without being able to return a shot.

“ If I only recapitulate historically what your Highness, and along with you, a great portion of the citizens of Denmark and Europe have seen, I may venture to call
that

that an unequal combat, which was maintained and supported for four hours and a half with unexampled courage and effect, in which the fire of the superior force was so much weakened for an hour before the end of the battle, that several English ships, and particularly Lord Nelson's, were obliged to fire only single shots; that this hero himself, in the middle and very heat of the battle, sent a flag of truce on shore to propose a cessation of hostilities; if I told, that it was announced to me that two English ships of the line had struck, but being supported by the assistance of fresh ships, again hoisted their flags; I may in such circumstances be permitted to say, and I believe I may appeal to the enemy's own confession, that in this engagement, Denmark's ancient naval reputation blazed forth with such incredible splendour, that I thank Heaven all Europe are the witness of it.

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:801

“ Yet the scale, if not equal, did not decline far to the disadvantage of Denmark. The ships that were first and most obstinately attacked, even surrounded by the enemy, the incomparable *Provesteen*, fought till almost all her guns were dismounted. But these vessels were obliged to give way to superior force, and the Danish fire ceased along the whole line from north to south.

“ At half past eleven, the *Dannebrog* ship of the line, which lay alongside Admiral Nelson, was set on fire. I repaired with my flag on board the *Holstein*, of the line, belonging to the north wing. But the *Dannebrog* long kept her flag flying in spite of this disaster. At the end of the battle she had 270 men killed and wounded.

“ At half past two, the *Holstein* was so shattered, and had so many killed and wounded, and so many guns dismounted, that I then caused the pendant to be hoisted, instead of my flag, and went on shore to the battery of the *Three Crowns*, from which I commanded the north wing, which was slightly engaged with the division of Admiral Parker, till about four o'clock, when I received orders from your Royal Highness to put an end to the engagement.

“ Thus the quarter of the line of defence from the *Three Crowns* to the frigate *Hielpern* was in the power of the enemy, and the *Hielpern* thus finding herself alone, slipped her cables and sheered to *Sturffen*. The ship *Elwen*, after she had received many shots in her hull,

A. D. 1801 and had her masts and rigging shot away, and a great number killed and wounded, retreated within the Crowns. The gun-boats Nyburg and Aggerstans, which last towed the former away when near sinking, ran a-shore, and the Gurnenshe floating battery, which had suffered much, together with the block ship Dannebrog, shortly after the battle blew up.

“ Besides the visible loss the enemy have suffered, I am convinced their loss in killed and wounded is considerable. The advantage the enemy have gained by their victory, too, consists merely in ships which are not fit for use, in spiked cannon, and gunpowder damaged by sea-water.

“ The number of killed and wounded cannot yet be exactly ascertained; but I conclude it from 1600 to 1800 men. Among the former it is with grief that I mention the captains of the block ship Indosforethen, and the frigate Cronburg, Captain Tharn, and first Lieutenant Hanch, with several other brave officers. Among the wounded, the commander of the Dannebrog, who besides other wounds, has lost his right hand.

“ I want expressions to do justice to the unexampled courage of the officers and crews. The battle itself can only enable you to form an idea of it.

(Signed)

“ OLFERT FISCHER.”

Sir Hyde Parker having left those ships which were the most disabled off Copenhagen, under Lord Nelson;* proceeded with the rest of his fleet up the Baltic, to chastize

* It is related that when Lord Nelson received advice that the Swedish Squadron was at sea, and Sir Hyde Parker in pursuit of them; that he instantly ordered a boat to be manned, and put off in hopes to get on board the fleet time enough to share in the action. So great was this gallant officer's anxiety, lest he should not overtake the fleet, that he had got into the boat without a cloak, and the weather being extremely cold, the master of the Bellona, whom he had taken with him, offered him his great coat, which his Lordship refused, saying; “ No, I am not cold; my anxiety for my country will keep me warm? And then asked if he thought the fleet, (meaning the British) had failed? the master replied—“ I should rather suppose not my Lord,”—upon which his Lordship observed—“ If they are, we shall follow them to Carlscrona in the boat by God.”—A distance of at least 50 leagues. At midnight, however, they joined the fleet, and his lordship went on board the Elephant.

the Russians and Swedes.* The fleet passed through the intricate and narrow channel, called the Grounds, between the islands of Arnag and Saltholm; but not without some danger, several of the largest ships often touched the ground. The admiral having received intelligence that a squadron of Swedish Ships of war had put to sea, for the purpose of forming a junction with the Russian fleet at Revel, shaped his course towards the northern extremity of the island of Bronholm; but the Swedish commander hearing that the British fleet was in pursuit of him, crowded all his sail, and retired behind the forts in the harbour of Carlscrona.

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On the 19th of April, Sir Hyde Parker arrived off the above port, where he plainly perceived the Swedish squadron, consisting of several sail of the line, and six large frigates moored under the protection of their batteries in line of battle.

The admiral immediately dispatched the Dart sloop of war with a flag of truce, and the following letter to the commander in chief.

*“ On board the London,
April 18th, 1801.*

“ The Danish court having been induced to conclude an armistice, by which the unfortunate disputes between the courts of Denmark and St. James's have been accommodated, and as I am directed to require an explicit declaration from the court of Sweden, relative to its intention to adhere to, or to abandon the hostile measures which it has taken in conjunction with Russia, against the rights and interest of Great Britain; I have the honour to transmit your excellency this letter, that I may receive in answer a declaration of the resolution of the court of Sweden with respect to this important object, and shall conduct my future operations according to this answer, which I expect to receive within 48 hours.

I have the honour to be, &c.

(Signed)

“ HYDE PARKER,
“ Commander in Chief of
the British fleet in the
Baltic.”

* Appendix, Chap. II. No. 417.

A.D.
1801

Vice Admiral Cronstadt replied,

“ That being only a military officer, he could not undertake to answer a question which did not come within the particular circle of his duty ; but that his Swedish Majesty had declared he should soon be at Carlscrona, and that he would then notify to the Admiral his resolution.”

His Swedish Majesty arrived, and caused the following official answer to be transmitted to Admiral Parker.

Admiral,

“ The King my master, has commanded me to communicate to you the following official answer to the letter which I had the honour to receive from you on the 18th instant.

“ Convinced that your excellency is perfectly sensible of the importance and sacred nature of promises when once made ; His Majesty conceives that the following explicit declaration cannot be unexpected by your excellency, viz. That his Swedish Majesty will not for a moment fail to fulfil with fidelity and sincerity the engagements he has entered into with his allies ; and that without any reference, of the particular intervention of another power, under whatever name it may be, and the effects of which can never be extended to the common interests of the hitherto neutral powers.

“ This is the firm and unalterable resolution of his Majesty. Equally induced by inclination and duty to consider the affair of his faithful allies as his own, his Swedish Majesty, however, will not refuse to listen to equitable proposals for accommodating the present disputes, made by deputies furnished with proper authority by the King of Great Britain to the united northern powers.

(Signed)

*Carlscrona,
April 22d, 1801.*

“ C. O. CRONSTADT.

“ Adjutant General to his Swedish Majesty for the fleet, and Commander in Chief at Carlscrona.”

On the 23d, a lugger joined the fleet with dispatches from the Russian ambassador at Copenhagen to the admiral, containing overtures of a pacific nature from the court of Russia, of which the following is a copy.

“ *Russian*

“ Russian Imperial Declaration, to Admiral Sir Hyde Parker, the Admiral of the British Fleet in the Baltic. A.D. 1801

“ By the decease of his Majesty, the Emperor Paul I.* of glorious memory, the sceptre of the Russian Empire has descended by the right of birth into the hands of his Imperial Majesty Alexander I. One of the first events under the government of this monarch has been, that he has accepted the offer which the British court had made to his illustrious predecessor, to terminate the disputes, which threatens the speedy breaking out of a war in the north of Europe, by an amicable convention. Faithful to his engagements which he has entered into with the courts of Stockholm, Berlin, and Copenhagen, his Imperial Majesty has signified to them his resolution not to act, but in conjunction with his allies in whatever may concern the interest of the neutral powers. His Imperial Majesty could not have expected that the British court would have undertaken an hostile attack upon Denmark, at the very time when its envoy at Berlin was authorized anew to enter into conferences with the Russian minister residing there.

“ The measures taken by his Imperial Majesty were only in consequence of his wish for peace, and the welfare of mankind, and to avoid a destructive misunderstanding between the contending powers. The hostilities commenced against Denmark, and the arrival of a hostile fleet would have frustrated the wish of his Imperial Majesty to maintain peace, had not this attack upon his alliance been made before his proposals were made known to the court of London; but as the British fleet had sailed for the Sound, before his Majesty ascended the throne, he shall wait the measures of the British court, when it shall be informed of that event.

“ The undersigned general of cavalry and minister of state for foreign affairs, desires therefore in the name of his illustrious Sovereign, that the admiral in chief of the fleet of his Britannic Majesty shall desist from all further hostilities against the flags of the three united powers, till his excellency shall have received further directions from his sovereign; otherwise the admiral must be personally responsible for the consequences that may ensue from the prosecution of the war.

* Died on the 12th of March (O. S.) which answers to the 23d.

“ Though

A.D. 1801 “ Though prepared to repel force with force, his Imperial Majesty persists in his pacific sentiments; but the justice and moderation of the cabinet of London must enable him to reconcile the demands of humanity with the duties which he owes to the honour of his crown, and the interest of his allies.

“ (Signed)

“ VAN DER PAHLER.

Upon the receipt of this pacific declaration, Sir Hyde Parker suspended hostilities, and returned with the fleet to Kioge Bay.

Soon after he received the following letter from the Swedish admiral at Carlsrona.

Vice Admiral Cronstadt to Admiral Parker,

Carlsrona, April 26th, 1801.

“ Having by order of my King, answered the question you proposed to me on the 18th instant, in the open and artless manner becoming a Swede, who speaks in a just cause, I likewise hope and expect, that your excellency will not hesitate to give an explicit answer to the question which I have also the honour herewith to propose on the part of my King. The fleet of his Britannic Majesty under your command, having quitted the neighbourhood of Carlsrona, after the receipt of my letter abovementioned, and according to a report from his Majesty's governor general in Scandinavia, soon afterwards passed Salsstrebo Ref, probably with an intention of returning through Drogden, your excellency will permit me to request an answer to the following questions:—‘ Whether the King, by this step, is to expect a more moderate line of conduct towards the unarmed merchant ships of his own subjects, and those of his allies? 2. Whether the communication between different ports of his realms, as well as between the Baltic and the western coast of Sweden are to be considered as blockaded or not? The King my master is of opinion, that the arrival of some ships from Pomerania for Carlsrona, without being stopped by the ships of the English fleet cruizing in those seas

feas, furnish an opportunity for asking these questions. He has therefore, commanded me, to request of your excellency a positive answer to those points, by which my further conduct will be regulated. A.D. 1801

(Signed)

“ C. O. CRONSTADT,

“ Adjutant General to the King, acting for the fleet, and appointed Commander in Chief at Carlsrona.”

Answer from Admiral Parker.

“ I have had the honour of receiving the letter which you, Admiral, have written to me, in the King's name on the 26th instant. The answer I have to return, is, that having received, through the Russian envoy at Copenhagen, a letter from Count Van der Pahlen, his Imperial Majesty's minister, which so clearly evinces the favourable sentiments of his Imperial Majesty towards Great Britain on his own part as well as with respect to his allies; I do not hesitate a moment to comply with the Emperor's wish for an armistice, until the present difference between Great Britain and the northern powers shall be settled; and in order to shew my readiness to contribute thereto, I have given orders immediately no longer to obstruct the navigation of Russian, Swedish, and Danish subjects in the Cattegat and the Baltic. I request the admiral to assure his King, that with respect to Sweden, it gives me the greater satisfaction, that hostilities have not yet commenced between us; and under the present favourable circumstances, considering myself assured, that the former harmony and friendship so useful to both powers, will speedily be restored; I have the honour to be, with particular esteem, your Excellency's most obedient servant,

(Signed)

H. PARKER.

“ Admiral and Commander in Chief of his Britannic Majesty's fleet in the Baltic, &c.”

Early in the month of May, Sir Hyde Parker resigned the command of the fleet to Lord Nelson, and returned to England in the *Blanche* Frigate.

On

A.D. 1801 On the 8th of the same month his lordship sent a flag of truce to Carlscona, with the adjoining letter to Vice Admiral Cronstadt.

“ Sir,

“ The former commander in chief of the British fleet in the Baltic, having at the request of the Emperor of Russia, consented not to interrupt the Swedish navigation, it would be extremely unpleasant to me, should any thing happen, which might for a moment disturb the returning harmony and friendship between Sweden and Great Britain.

“ Your Excellency must therefore permit me to inform you, that I am not directed to abstain from hostilities should I meet the Swedish fleet at sea. As it is therefore in your power to prevent this, I am convinced you will consider this intimation as a friendly measure on my part, and communicate the same to his Swedish Majesty.

“ I entreat your Excellency to believe that I am, with the utmost respect, your most obedient servant.

(Signed)

“ NELSON and BRONTE,

“ On board the St. George, in the Baltic, May 8th, 1801.

To which Vice Admiral CRONSTADT replied:

Carlscona, May 10, 1801.

Admiral,

“ I have had the honour to receive the letter of your Excellency of the 8th instant, and have transmitted to the King my master, who is gone from hence to Stockholm. When I shall receive his answer, I will do myself the honour to forward it to you immediately.

(Signed)

“ C. O. CRONSTADT.”

“ Admiral and Commander in Chief of the fleet at Carlscona.”

His lordship detached Captain George Murray in the Edgar, with seven sail of the line and a frigate, to cruize off

off Carlscrona; a squadron of frigates was also left off A.D. Bornholm, and proceeded himself with the main body of 1801 the fleet to Revel. On the 14th the vice admiral anchored off that place.*

On the 17th Lord Nelson sailed from Revel, and not having received any decisive answer to his letter of the 9th from Admiral Cronstadt, he sent a flag of truce to Carlscrona with the following:

" St. George, at Sea, May 23, 1801.

" Sir,

" In the correspondence which your Excellency had with the late commander in chief of the British fleet in the Baltic, who notified to you that the Swedish fleet in the Cattegat and the Baltic should not be molested by the British cruizers, I find no counter-declaration to the same tenor on the part of Sweden.

" I must therefore request of your Excellency an explicit declaration, that the trade of Great Britain in the Cattegat and the Baltic, shall in no manner be molested by Sweden: your Excellency will perceive the necessity of such a reciprocal declaration. I am with the utmost respect your Excellency's most obedient servant,

" NELSON and BRONTE."

Admiral CRONSTADT's Reply.

" Carlscrona, May 24, 1801.

" Admiral,

" I have to day had the honour to receive your Excellency's letter of the 23d instant: as my instructions do not permit me to issue any orders relative to the conduct to be pursued with respect to the trade of Great Britain, I shall transmit the letter of your Excellency to the King my master; and when I receive the commands of his

* With Captain MURRAY.

Edgar, Ruffel, Saturn, Agamemnon, Ardent, Raifonable, Glatton, and Shannon Frigate.

With Lord NELSON.

St. George, London, Defence, Ramillies, Ganges, Defiance, Warrior, Elephant, Bellona, Veteran, Polyphemus; Amazon frigate; Kite and Cruizer sloops of war.

Majesty

A.D. Majesty on the subject, shall immediately have the honour
1801 to communicate to you an official answer.

“ I remain with the utmost esteem,
“ CRONSTADT.”

On the same day Admiral Cronstadt received the royal ordinance from Stockholm relative to the English trade, and instantly dispatched a cutter with a flag of truce, to inform Lord Nelson with the purport of it.

“ *Carlskröna, May 24.*

“ Admiral,

“ I have this moment received the order of the King, my master, for taking off the embargo* on the trade and navigation to England, a copy of which I herewith transmit to your Excellency. I have lost no time in making this communication to your Excellency, as your Excellency, in your letter of yesterday, requested it from me, and as I am now enabled, according to my promise, to return you an official answer.

“ I am, &c.
“ CRONSTADT.”

To this Lord NELSON replied—

“ *St. George, near Rodstock,
May 26.*

“ Sir,

“ I have this moment the honour to receive your Excellency's letter of the 24th of May, with a copy of the proclamation of his Swedish Majesty relative to the British merchant ships, for which I am much obliged to you. As his Excellency Lord St. Helens must by this time have arrived at St. Petersburg, I hope the ancient friendship between our respective countries, so beneficial to the true interests of both, will in a few days again be restored, and that I shall soon have another opportunity to assure your Excellency with what respect I am

“ Your most obedient servant,
“ NELSON and BRONTE.”

* The embargo was taken off by Russia and Sweden on the 19th of May.

On the 8th of June, Vice Admiral Pole sailed from Yarmouth in the *Æolus* frigate, to take the command of the Baltic fleet; he arrived in Kioge Bay on the 17th. Lord Nelson immediately resigned the command, and returned to England in the *Kite* brig, for the re-establishment of his health. Previous to his Lordship's quitting the fleet, he issued the following memorandum:

A. D.
1801

“ St. George, Kioge Bay, June 18, 1801.

MEMORANDUM.

“ Lord Nelson has been obliged, from the very bad state of his health, to apply to the Lords Commissioners of the Admiralty for leave to return to England, which their Lordships have been pleased to comply with. But Lord Nelson cannot allow himself to leave the fleet without expressing to the admirals, captains, officers, and men, how sensibly he has felt, and does feel, all their kindness to him; and also how nobly and honourably they have supported him in the hour of battle, and the readiness they have shewn to maintain the honour of their King and Country on many occasions which have offered; and had more opportunities presented themselves, Lord Nelson is perfectly persuaded they would have added more glory to their country. Lord Nelson cannot but observe with the highest satisfaction which can fill the breast of an English admiral, that (with the exception of the glaring misconduct of the officers of the *Tygres* and *Cracker* gun brigs, and the charges alledged against the lieutenant of the *Terror* bomb) out of 18,000 of which the fleet is composed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this fleet under the blessings of Almighty God, is to be attributed to the great regularity, exact discipline, and cheerful obedience of every individual of the fleet. The vice admiral assures them, that he will not fail to represent to the Lords Commissioners of the Admiralty their high praise worthy conduct; and if it please God that the vice admiral recovers his health, will feel proud on some future day to go with them in pursuit of further glory, and to assist in making the name of our king beloved and respected by all the world.

“ (Signed) NELSON and BRONTE.

“ To the respective Admirals,
Captains, &c.”

A.D.
1801

Vice Admiral Pole continued in the Baltic until the latter end of July, when there being no longer any service for so powerful a fleet in that quarter, he returned to join the Channel fleet.

MEDITERRANEAN.*

On the 4th of January, the merchants of Trieste presented Captain William Ricketts, of his Majesty's brig *El Corso* with a handsome diamond ring, accompanied by the following letter, as an acknowledgement of his services in the Adriatic.

“ Trieste, January 4th, 1801.

“ Sir,

“ The honourable nature of your proceedings in the Adriatic, the protection you have afforded our commerce against the Corsairs of France, and the assistance which, on all occasions, you have rendered to the friends of his Britannic Majesty exact on our part, at the commencement of the year the warmest expressions of gratitude; and in wishing you a happy beginning of it, in the name of this body of merchants, we wish to mark our acknowledgements, and, in order to preserve us in your memory, have presumed to accompany this with a small token of our respect. Wishing you all manner of felicity, we remain, the deputation of the mercantile body.

(Signed)

*“ J. MANZEWANY,
LUZOVICK GOVANUCHI,
J. REYES FRAN. POTTE,
J. CATRARO,
SORREI REDE.*

*“ To Captain William Rickets,
commander of his Britannic
Majesty's brig El Corso.”*

* Appendix, Chap. II. No. 418.

*Captain William Ricketts Answer to the Deputation of the
Mercantile Corporation of Trieste.*

A. D.
1801

“ El Corso, Trieste, Jan. 5th, 1801.

“ Gentlemen,

“ After five months incessant cruizing on the shores of the Adriatic, it is with singular satisfaction that at the commencement of the new year, I have received your elegant and flattering mark of approbation; and it is with peculiar earnestness, I wish you to believe, that if any thing on earth could augment my zeal in the cause we are labouring for, it would be so honourable a testimony of successful service from such respectable characters as those who compose the trading community of Trieste :

“ I am,

Gentlemen, with great respect,

Your most obedient humble servant,

(Signed)

“ WILLIAM RICKETTS.”

On the 29th of January, the French Squadron under M. Gantheaume, fell in with and captured the Incendiary fire ship, Captain Dunn. On the 10th of February, he took the Sprightly cutter, and on the 13th, the Success frigate of 32 guns, Captain Peard.

On the 19th of February, Captain Robert Barlow in the Phœbe, about four o'clock in the afternoon, being about two leagues to the eastward of Gibraltar, discovered an enemy's ship under Ceuta, steering with a croud of sail to the eastward. At half past seven on the same evening, Captain Barlow had the good fortune to bring her to close action, which continued within pistol shot with unremitting fury about two hours; the enemy resolutely opposing the animated and skillful exertions of Captain Barlow, his brave officers and men, until his ship was almost a wreck, five feet water in her hold, several of her guns dismounted, and her decks encumbered with the dead; when she struck, and proved to be L'Africane, French frigate of 44 guns, viz. 26 eighteen pounders on her main deck, and 18 nine pounders on her quarter deck and forecastle; she had on board, at the commencement of the action, 715 men, 400 of whom were troops and artificers, under the command of General

A.D. 1801 Desfourneaux. She had sailed from Rochfort on the 13th, in company with another frigate, from which she parted the following day in a gale of wind, they were under the orders of the Chief of Division Saunier, whose broad pendant was flying, and who (with many principal officers, both of the troops and of the marines) was slain in the action. L'Africane was commanded by Captain Magendie, who was among the wounded.

The tremendous and well directed fire from the Phœbe, was productive of dreadful slaughter on board the French frigate, whose decks were crowded with men; 200 were slain, and 143 wounded.

The loss on board the Phœbe is comparatively small after so long and bloody a contest, only one seaman being killed; Mr. Holland the first lieutenant, Mr. Griffiths the master, and ten seamen wounded.

L'Africane had on board six brass field pieces, several thousand stand of arms, ammunition, and implements of agriculture; it was therefore believed her destination was Egypt. She was purchased by government and added to the royal navy.*

The following is a list of the killed and wounded on board the L'Africane French frigate, delivered to Captain Barlow by her commander.

Liste des Officiers tués et blessés aboard la frigate L'Africane, de 26 canons en batterie de 18, et 18 de 9 sur les Gai-lards.

“ Les tués.—Monsieur Saunier, commandant la division; M. Duguct, chef de brigade des troupes passagers; M. Lacroix, capitaine des canoniers des troupes; M. Martin, capitaine des grenadiers des troupes; M. Sanse-
renxe, aspiran de marine; M. Cornet, aspiran de marine; M. Marche, aspiran de marine; M. Beurhemot, aspiran de marine; C. Capitaine d'armées des troupes de marine; C. maitre canonier; un maitre charpentier; C. maitre canonier; Six ———; douze canonier de marine; 24 canoniers des troupes des terre; 3 chirurgiens qui ont été tués dans l'entrepot en pansant les blessés; 144, matelots,

* On Captain Barlow's return to England, he was knighted; and Mr. Holland promoted to the rank of master and commander.

soldats de marine, soldats passagers, et passagers de gens de metier. Totale, 200 tués et même je crois d'avantage a verifiair a l'arivée a terre. A.D. 1801

Noms de blessés.—Le général de division, Desfeurneaux charge de l'expédition des troupes ; M. Ducamet, chef de bataillon, le bras emporté ; M. Desfourneaux, chef d'escadre, frere du général ; M. Poubalies, aid-du-camp du général ; M. Herteau, capitaine et adjutant major du bataillon, blessé en trois endroits ; M. Magendie, capitaine de la frigate L'Africane, blessé en deux endroits ; M. Duboure, premiere lieut. de la frigate ; M. Dornaldegin, lieut. et major des Jagneaux ; M. Samson, lieut. de la frigate ; M. Bogue, lieut. de la frigate ; M. Brideaul. lieut. de la frigate ; M. Betvale, aspiran de la marine ; M. Dossier, aspiran de la marine ; M. Uret, premier lieut. des grenadiers ; M. Artos, seconde lieut. des grenadiers ; M. Silla, lieut. des troupes ; M. Lesaque, maitre de bataillon ; le maitre pilot, le bras cassé ; de seconde maitre Voiler, blessé à mort ; 10 canoniers de marine ; 26 canoniers des troupes de terre ; 86 matelots, soldats des troupes, ou ouvriers passagers, et la plus grande partie blesses à mort. Totale 143 blesses, et peut-etre plus a verifiair.

(Signed)

“MAJENDIE.”

On the 4th of March, the Squadron* under the command of Sir John Borlase Warren, sailed from Mahon in quest of Gantheaume ; who he understood was on the point of sailing from Toulon.

On the 25th, the rear admiral was joined by the Salamine, whose commander informed him, that the French fleet had left Toulon on the 19th, and from the course they steered he had reason to think, their destination to be Egypt. Sir John Warren immediately shaped that course, which he judged most likely to overtake them ; and was so far fortunate as to discover the enemy the next morning about ten leagues to the east of Sardinia. Chace was instantly given, but the unsteadiness of the wind attended with frequent calms, gave the enemy an opportunity to elude the vigilance of the British Admiral.

* Appendix, Chap. II. No. 419.

A.D. the inhabitants, of whatever condition or nation they may
1801 be, a term of three years, to be computed from the notification of the definitive treaty of peace, for the purpose of disposing of their properties, acquired and possessed either before or during the present war; in the which term of three years they may have the free exercise of their religion and enjoyment of their property.

“ The same privilege shall be granted in the countries restored to all those who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

“ With respect to the other inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to either of the two powers, nor on any other account except that of debts contracted to individuals, or on account of acts posterior to the definitive treaty.

“ The present preliminary articles shall be ratified, and the ratifications exchanged in London, in the space of fifteen days for all delay; and immediately after their ratification, plenipotentiaries shall be named, on each side, who shall repair to Amiens for the purpose of concluding a definitive treaty of peace in concert with the allies of the contracting parties.

“ In witness whereof, we, the undersigned plenipotentiaries of his Britannic Majesty, and of the first consul of the French Republic, by virtue of our respective full powers, have signed the present preliminary articles, and have caused our seals to be put thereto.

“ Done at London the 1st day of October, 1801,
the 9th Vendemiaire, year 10 of the French Republic.

(Signed)

“ HAWKESBURY,
OTTO.” *

* On the 27th of March, 1802, the Definitive Treaty was signed at Amiens. See the end of this volume.

Pending the negotiation, and after the British squadrons had withdrawn from the blockade of the enemy's ports, a considerable armament was detached from Brest, L'Orient, and Rochfort, having on board a large body of troops for the island of St. Domingo, to quell a dangerous insurrection which had broke out among the blacks and people of colour, headed by Toussant L'Overture. See Appendix, end of Chap. II.

On

On the 12th, his Majesty caused his royal proclamation to be issued, declaring a cessation of arms. A.D. 1801

On the 31st of October a court of enquiry was held on board the *Dedaigneuse* frigate in Hamoaze, on the conduct of Lieutenant Nevin, late commanding his Majesty's armed brig *Admiral Pasley*, which was captured after a smart action, by several Spanish gun-boats near Gibraltar, and carried into Algeziras.

Vice Admiral Dacres, Captains Buller, and Charles Lane, upon hearing the evidence of Lieutenant Nevin, and examining the papers, produced by him; and taking the existing circumstances of the case into their serious consideration, were of opinion, that as the enemy had the command of their oars, and constantly kept in a position which confined the brig's force to musketry alone: from a defect in her equipment, which prevented his using the carronades, no blame could attach to any person belonging to the *Admiral Pasley*; and considering the wounded state of Lieutenant Nevin, his conduct appeared meritorious in resisting the enemy some time after the master had advised him to surrender, and until the *Admiral Pasley* was completely defenceless.

On the 3d of November a court-martial was held on board the *Gladiator* in Portsmouth harbour, on Captain John Gardner, of his Majesty's brig *Star*, on charges exhibited against him by Mr. William Lind, late surgeon of the said brig,* for cruel, oppressive, and tyrannical treatment of his officers; for having traded in slaves, and various articles, on the coast of Madagascar; and for having plundered a French prisoner. After the officers and ship's company of the *Star* had been examined, who were the witnesses, the Court pronounced that the charges had not been proved against Captain John Gardner, but were ill-founded, malicious, vexatious, scandalous and infamous; and adjudged him to be honourably acquitted.

Upon the signing of the preliminary articles of peace, most of the hired armed vessels, gun-boats, &c. employed for the defence of the coast, were ordered to be paid off; the Sea Fencibles, raised for the protection of the maritime counties, were also discontinued, and the officers commanding them discharged.

* Mr. Lind was dismissed the service on a charge of neglect of duty being proved.

A. D. 1801 Early in November a detachment of the Channel fleet, under the command of Vice Admiral Sir Andrew Mitchell, was ordered to Bantry Bay, in Ireland.*

The remainder, under Admiral Cornwallis, rendezvoused in Torbay and Cawfand Bay.

The blockade of Brest, and indeed all the enemy's ports in the Bay, was so completely effected, by the judicious arrangements made by the commander in chief of the fleet, that not even a *chasse marée* could escape along shore. A squadron of observation was constantly either at anchor, or cruising close in with Brest, under Rear Admiral Sir James Saumarez and Thornborough, whilst the main body of the fleet remained in the Offing. A detachment was also sent under Sir Edward Pellew to block up Rochfort. A chain of frigates, and other light vessels, were constantly on the alert, closely watching the enemy at L'Orient, Quiberon Bay, and other ports along the coast. In short, nothing could equal the vigilance and activity with which this service was performed, not a ship or vessel of any description was permitted to return into port, but either with dispatches, or from absolute necessity; and then with positive orders to rejoin as soon as their wants were completed. A noble example of perseverance was manifested by Admiral Cornwallis, who remained out, shifting his flag as occasion required, from the month of February, when he joined the fleet, to the time of its being ordered into port in October.

During this long cruise the fleet was amply supplied with fresh beef, beer, and refreshments of every kind: each ship, on her return carried out as much of every sort as she could conveniently stow.

On the 14th of November, a court-martial was held on board the *Gladiator* in Portsmouth harbour, to try Vice Admiral Sir William Parker, Bart. on a charge of sending the *America* and *Cleopatra* to the West-Indies, and permitting them to cruise there, contrary to the orders of the Lords of the Admiralty.

President,

Admiral Sir Thomas Pasley, Bart.

Admiral S. Lutwidge,

Vice Admiral A. Græme,

Rear Admiral J. Holloway,

Rear Admiral T. Totty.

* Appendix, Chap. II. No. 414.

Captains,

Captains,

A. D.
1801Charles Stirling,
Hon. Robert Stopford,
P. C. Durham,
C. W. Paterfon,Samuel Hood,
J. Sidney Yorke,
Frank Sothern,
J. N. Newman.

M. Greetham, Esq. Judge Advocate.

The whole of the evidence having been gone through, and the vice admiral heard in his defence, which clearly proved that he acted upon principles dictated by an ardent desire to serve his country, which was fully corroborated on the evidence of Captains John Oaks Hardy, and J. Bingham, and the Rev. Mr. Souter, his secretary: the Court on the 5th delivered his acquittal.

“ That Vice Admiral Sir William Parker, Bart. was justified in sending his Majesty's ships *America* and *Cleopatra* to the West-Indies; that the vice admiral was indiscreet in having given such detailed instructions to their captains for their return within the limits of their station; but the general character of the vice admiral is such as to preclude the idea that he had been guided by any motive unconnected with the good of his Majesty's service, and do therefore adjudge him to be acquitted.”

The president, on returning his sword to the vice admiral, addressed him—

“ Sir William Parker, it is a pleasing task which remains for me to perform, that of delivering to you a sword which you have worn with so much honour.”

Early in the month of December, symptoms of mutiny were discovered on board his Majesty's ship *Temeraire*, which, on a detachment of the fleet being ordered to sail from Bantry Bay for the West-Indies,* under the command of Rear Admiral George Campbell, (whose flag was on board that ship,) broke out into the most violent and daring acts of disobedience to the commands of their officers, by whose spirited firmness and exertion it was happily suppressed; the ringleaders, to the number of twenty, were secured, and brought round to Portsmouth to be tried.

Immediately on the arrival of the fleet at Spithead under Admiral Mitchell, a court-martial was ordered to assemble for the trial of the mutineers, composed of the following members:

* Appendix, Chap. II. No. 414.

A.D.
1801

President,

Vice Admiral Sir Andrew Mitchell, K. B.

Vice Ad. Sir C. M. Pole, Bt.

Rear Ad. J. Holloway,

Rear Ad. C. Collingwood,

Rear Ad. G. Campbell.

Captains,

A. Bertie,

T. Wells,

S. Osborne,

T. Jones,

T. Louis,

Sir E. Neagle, Knt.

R. Grindall,

Davidge Gould.

M. Greetham, Esq. Judge Advocate.

On the 6th of January, 1802, fourteen of the mutineers were put on their trial, which continued till the 10th, when the whole of the evidence having been heard, as well as what the prisoners had to offer in their defence, the court, after the most mature deliberation, pronounced the following sentence:

“ That the charges are proved against all except Christopher White, and doth adjudge them to suffer death, by being hanged by the neck on board such ship of his Majesty at Spithead, or in Portsmouth harbour, and at such time as the Lords Commissioners for executing the office of Lord High Admiral of England shall direct; and the said John Mayfield, &c. (all except White) are hereby ordered to suffer death, by being hanged by the neck as before mentioned; and the Court is further of opinion that the charges against Christopher White are in part proved, and doth order and adjudge him to receive 200 lashes on his bare back, on board such ships at Spithead, or in Portsmouth harbour, and at such times as the said Lords Commissioners shall direct; and the said Christopher White is ordered to receive 200 lashes accordingly.”

Collins (one of the prisoners) then said—

“ Permit me to return my sincere thanks to the court for the patience and indulgence shewn me: I acknowledge the justness of my sentence; I have violated the laws of my country, and the discipline of the navy; but I declare to Almighty God, that the intention of murder never entered my head. I solemnly call God to witness this declaration, and trust to the truth of it all my hopes of pardon in the other world. May God protect the British isles and the government; and may God receive my soul! At these words all the other prisoners exclaimed, Amen!”

On

On the 15th, six of these deluded and unhappy men were executed, four on board the *Temeraire*, one on board the *Formidable*, and one on board the *Majestic*. Some days previous to their execution, they addressed the following letter to the Rev. Mr. Jones, chaplain of the *Temeraire*. A.D. 1801

“ Gladiator, Jan. 7, 1802.”

“ Dear Sir,

“ We take the liberty of thus humbly begging you, in the name of the Lord our God, to attend us and administer unto us poor and miserable sinners, the word of our blessed Redeemer, as the state we are now in is of the most serious nature; our bodies not only being in danger, but our unprepared souls, therefore we humbly implore your assistance on this unfortunate occasion. Do pray not delay, as our time is exceedingly precious; we therefore conclude, humbly begging your compliance

“ Your’s, with humility,

“ Unhappy *Temeraires*.”

The following Paper, which one of them presented when they came upon the platform, was read aloud to the ship’s company.

“ Remember your duty to God, and for his sake to your King and Country: you must be sensible what was the chief cause that brought on the fatal consequences which now end so unhappily for us, and with so much remorse to you, if you rightly consider how much you have contributed, by your support and countenance, to bring us to this untimely end.

“ We refused to put that trust and confidence in the wisdom of our rulers, which is due to them from all good subjects; they watch for the welfare of us all; and how dare we then prefer our own selfish pleasures and interests to what they saw necessary to the public good. How could we find it in our hearts to forfeit all the praises and the honours which our country had so gratefully bestowed upon her naval heroes, who have so bravely fought for her!

“ How could we so foolishly suffer our impatience to get the better of us, as for the sake of a few months longer service, to sacrifice all the blessings of peace we had been toiling for these nine long years!

M m 3

Oh

A.D. 1801. “ Oh! that we had made these reflections sooner ourselves! But our lot is cast—our course in this world is finished. Make good use of what remains of yours. It cannot be long before we must all meet again, before the judgment seat of that God whom we have offended; but who, we trust, has seen and accepted our unfeigned repentance, and will forgive us, as we do truly and freely forgive all those who have in any wise offended or injured us. Prepare yourselves also, dear countrymen, for this forgiveness, that when we meet in the world to come, we may not meet in everlasting misery.

“ Pray for us—we heartily pray for you.—Amen!”

On the 14th, six more of the mutineers were tried; and on the 16th sentence of death pronounced on five, the other to receive 200 lashes from ship to ship.

On the 19th they were executed, three on board the *Achille*, and two on board the *Centaur*.

Taylor, one of the mutineers, addressed the ship's company of the *Achille* as follows:

“ I hope the ship's company of the *Achille*, as well as the spectators present, will take warning by my example. It is impossible for seamen to succeed in any attempt to mutiny. Sailors never did, nor ever would, stick to each other on such an occasion. Those who attempt to violate the laws of the land, or naval discipline, must inevitably expect to meet with the same disgraceful end I am going to suffer. I acknowledge the justness of my sentence, and forgive all parties concerned against me. I have made my peace with God, and am ready to die.”

To the honour of the marines, they conducted themselves in this unfortunate business with that adherence to order and discipline which they so conspicuously displayed on many former and similar occasions.

The following testimony of the approbation of their conduct was communicated to them from the Admiralty through the commander in chief.

“ *Torbay, Dec. 25, 1801.*

“ The Lords Commissioners of the Admiralty having expressed their high satisfaction of the good conduct of the marines of several of the ships under my command, with you
at

at Bearhaven, in declaring their abhorrence of the mutinous proceedings which had lately taken place at that anchorage; and of their having come forward upon that occasion, so much to the honour of their corps, and the interest of their country. I am to desire that you will be pleased to communicate the same to them, and assure them that I feel highly gratified on the present occasion.

A.D.
1801

“(Signed) W. CORNWALLIS.”

“*To Vice Admiral Sir ANDREW MITCHELL, &c. &c.*”

“*Spithead, Dec. 29, 1801.*”

“It is my directions to the captains of his Majesty's ships named in the margin,* under my orders, to communicate to the marines serving on board the respective ships under their command the above letter from the commander in chief: and I feel equally happy their good conduct has merited such a mark of approbation from him and the Lords Commissioners of the Admiralty.

“(Signed) A. MITCHELL.”

On the same day of the execution of the mutineers, the Squadron under Rear Admiral Campbell dropped down to St. Helens previous to their sailing for the West Indies.†

On the 6th of December Lieutenant W. H. Ingram, of the *Isis*, was dismissed the ship by the sentence of a court-martial, and put at the bottom of the list of lieutenants, on a charge being proved of behaving in an ungentlemanlike manner to the officers of the ship.

On the 13th Rear Admiral Totty sailed from Spithead for the West-Indies.

* Windfor Castle, Princess Royal, Glory, and Malta; the *Resolution* and *Vengeance* were also, it appeared afterwards, entitled to share in the public declaration of thanks.

† Appendix, Chap. II. No. 414.

A.D.
1801

A List of Flag Officers, with the number of Post Captains, Masters and Commanders, and Lieutenants belonging to the Royal Navy of Great Britain, on the 31st of December, 1801.

FLAG OFFICERS.

Admiral of the Fleet.

Sir Peter Parker, Bt.

Admirals of the White Squadron.

Robert Roddam, Esq.
Mark Milbank, Esq.
Nicholas Vincent, Esq.
Lord Graves,
Robert Digby, Esq.
Viscount Bridport,
Sir Chaloner Ogle, Kt.
Viscount Hood,
Sir Richard Hughes, Bt.
John Elliot, Esq.
Lord Hotham,

Joseph Peyton, Esq.
Sir Charles Middleton, Bt.
Sir Richard King, Bt.
Earl St. Vincent,
Viscount Duncan,
Richard Brathwaite, Esq.
Philips Cosby, Esq.
Samuel Cornish, Esq.
John Brisbane, Esq.
Charles Woseley, Esq.
Duke of Clarence.

Admirals of the Blue Squadron.

Sir Richard Onslow, Bt.
Sir Robert Kingsmill, Bt.
Hon. William Cornwallis,
William Allen, Esq.
Charles Buckner, Esq.
John Gell Esq.
William Dickson, Esq.
Lord Gardner,
Robert Linzee, Esq.
Skeffington Lutwidge, Esq.
Thomas Dumaresq, Esq.

Sir Hyde Parker, Kt.
Benjamin Caldwell, Esq.
Sir James Wallace, Kt.
Wm. Peere Williams, Esq.
Sir Thomas Pasley, Bt.
Sir Thomas Rich, Bt.
James Cummings, Esq.
Sir John Colpoys, K. B.
Archibald Dickson, Esq.
George Montagu, Esq.
Lord Keith, K. B.

Vice Admirals of the Red.

James Pigot, Esq.
Lord Radstock,
Thomas Mackenzie, Esq.
Thomas Pringle, Esq.
Sir Roger Curtis, Bt.
Sir Henry Harvey, K. B.
Robert Man, Esq.

Sir William Parker, Bt.
Charles Holmes Everet Cal-
madey, Esq.
John Bourmaster, Esq.
Sir George Young, Bt.
John Henry, Esq.
Richard Rodney Bligh, Esq.

Vice

A.D.
1801*Vice Admirals of the White.*

Alexander Græme, Esq.	Christopher Mason, Esq.
George Keppel, Esq.	Thomas Spry, Esq.
Samuel Reeve, Esq.	Sir John Orde, Bt.
Robert Biggs, Esq.	William Young, Esq.
Francis Parry, Esq.	James Gambier, Esq.
Isaac Prescot, Esq.	Sir Andrew Mitchell, K. B.
John Bazely, Esq.	

Vice Admirals of the Blue.

Cha. Chamberlayne, Esq.	John Leigh Douglas, Esq.
Peter Rainier, Esq.	William Swiney, Esq.
Christopher Parker, Esq.	Charles Edw. Nugent, Esq.
Philip Patten, Esq.	Charles P. Hamilton, Esq.
Sir Charles M. Pole, Bt.	Edmund Dod, Esq.
John Browne, Esq.	Visc. Nelson, Duke of Bronte,

Rear Admirals of the Red.

Sir George Home, Bt.	John Halloway, Esq.
Sir Charles Cotton, Bt.	George Wilson, Esq.
John Thomas, Esq.	Sir Cha. H. Knowles, Bt.
James Brine, Esq.	Hon. Thomas Pakenham,
John Pakenham, Esq.	Robert Deane, Esq.
Sir Erasmus Gower, Kt.	Cuthbert Collingwood, Esq.
James H. Whitshed, Esq.	Lord Lecale,
Arthur Kemp, Esq.	Thomas Taylor, Esq.
Smith Child, Esq.	Sir John Tho. Duckworth,
	K. B.

Rear Admirals of the White.

John Willet Payne, Esq.	George Bowen, Esq.
Sir Robert Calder, Bt.	Robert Montagu, Esq.
James Richard Dacres, Esq.	John Ferguson, Esq.
Hon. George C. Berkeley,	Edward Edwards, Esq.
Esq.	Sir John Borlase Warren,
Thomas West, Esq.	K. B.
James Douglas, Esq.	Edward Tyrell Smith, Esq.
Peter Aplin, Esq.	Sir Thomas Graves, K. B.
Henry Savage, Esq.	Thomas Mar. Ruffel, Esq.
Barth. Sam. Rowley, Esq.	Silverius Moriaty, Esq.
Sir Rich. Bickerton, Bt.	Sir Henry Trollope, Kt.

Rear

A. D.
1801*Rear Admirals of the Blue.*

Henry Edwin Stanhope, Esq.	John Fish, Esq.
Robert M'Douall, Esq.	Jaheel Brenton, Esq.
Billy Douglas, Esq.	John Knight, Esq.
John Wicky, Esq.	Edward Thornborough, Esq.
John Inglis, Esq.	James Kempthorne, Esq.
Sampson Edwards, Esq.	Arthur Philip, Esq.
George Campbell, Esq.	Sir Will. Geo. Fairfax, Kt.
Thomas Hicks, Esq.	Thomas Totty, Esq.
Henry Cromwell, Esq.	Sir James Saumarez, K. B.

Admiral of the fleet,	-	1
—— of the White,	-	22
—— of the Blue,	-	22
Vice Admirals of the Red,	-	13
—— of the White,	-	13
—— of the Blue,	-	12
Rear Admirals of the Red,	-	18
—— of the White.	-	20
—— of the Blue,	-	18

Total Admirals	139
Post Captains	534
Masters and Commanders	407
Lieutenants	2348
Total Officers in the Royal Navy	3428

A daring and singular Anecdote is related of the Pilot, belonging to the Immortalite Frigate, one of those appointed to watch Brest.

This man, either a Frenchman, or speaking French extremely well, expressed a great desire to Captain Hotham, that he would permit him to go on shore and get information of the state and situation of the enemy's fleet. After frequent solicitations Captain Hotham consented, and he was put on shore in the night, with a promise that a boat should be sent to bring him off, at a proper time. The boat was accordingly sent five successive nights to the places appointed, but no pilot was there. At the expiration of eight

eight days, he came alongside in a French boat rowed by two men: and gave the following account of himself. A.D. 1804
That fearing lest he should be apprehended as a spy, he gave up the idea of attempting to get off as agreed upon, and came to the resolution of hiring a boat to go into Cameret Bay; upon getting pretty near to it, he told the men he did not mean that bay, he meant Berthaume Bay; which was about half way to the ship; when he had approached near this bay, he said he wanted to go to point St. Mathews, (which was not more than two gun shots from the frigate) upon this the men flew in a passion, telling him they would take him back to Brest. When the pilot instantly took a brace of pistols from his pocket; and pointing one at each of them, exclaimed—"I am an Englishman, and if you do not put me on board my ship, without delay, I will blow your brains out." With which the Frenchmen judged it best to comply.

This resolute fellow had absolutely been on board some of the ships of war, and gave an exact account of their condition and force.

This year the old and iniquitous custom of allowing the shipwrights in the dock yards to cut and take chips away, was abolished, and they are allowed in lieu six-pence per day.

EXPEDITION TO THE BALTIC.

On the 12th of March, the squadron destined for the Baltic, sailed from Yarmouth Roads under the command of Admiral Sir Hyde Parker, it consisted of seventeen sail of the line, several frigates, gun brigs, and other small armed vessels.

Whilst in the Downs, a great number of flat-bottomed boats, and several pieces of heavy artillery were taken on board; and at Yarmouth the 49th regiment, commanded by Colonel Brock, a detachment of artillery, and two companies of the rifle corps, the whole to be commanded by Colonel Stewart, were embarked for the service of the expedition.*

On Sir Hyde Parker's arrival in the Cattegat, he dispatched the following letter to the governor of Cronberg Castle.

* Appendix, Chap. II. No. 415. With the ships that joined afterwards.

A.D.

1801

*" London, in the Cattegat,
March 27th, 1801.*

" From the hostile intentions of the court of Denmark, sending away his Britannic Majesty's Charge d'Affaires, the commander in chief of his Majesty's fleet, is anxious to know what the determination of the Danish court is, and whether the commanding officer of Cronberg Castle has received orders to fire upon the the British fleet as they pass into the Sound, as he must deem the firing of the first gun a declaration of war on the part of Denmark.

(Signed) " HYDE PARKER."

The Governor's Answer.

" Cronberg Castle, 28th March, 1801.

" In answer to your excellency's letter, which I did not receive till the following day, at half past eight, I have the honour to inform you, that his Majesty the King of Denmark did not send away the Charge d'Affairs, but that upon his own demand he obtained a passport. As a soldier I cannot meddle with politics, but I am not at liberty to suffer the fleet, whose intentions are not yet known, to approach the guns of the castle which I have the honour to command. In case your excellency should think proper to make any proposals to his Majesty the King of Denmark, I wish to be informed thereof, before the fleet approaches nearer to the castle. An explicit answer is desired.

(Signed) STRICKER."

Reply of Sir Hyde Parker.

*" On board the London,
29th March, 1801, one A. M.*

" Sir,

" In answer to your excellency's note just now received, the undersigned has only to reply, that finding the intentions of the court of Denmark to be hostile against his Britannic Majesty, he regards the answer as a declaration of war, and therefore, agreeable to his instructions, can

no

no longer refrain from hostilities, however reluctant it may be to his feelings; but at the same time will be ready to attend to any proposals of the court of Denmark for restoring the former amity and friendship which had for so many years subsisted between the two courts. A.D. 1801

(Signed)

“HYDE PARKER.”

“His Excellency the Governor
of Cronberg Castle.”

Violent gales of wind had previously prevented the fleet from entering the Sound, for although it blew from a favourable quarter, its violence and the heavy sea, made it impossible for the ships to weigh their anchors. On the 30th, it was more moderate, and the wind blowing from the northward, the fleet weighed and passed into the Sound; the forts on the Danish shore keeping up an incessant fire on them without effect: those on the Swedish remained silent, although the ships passed within one mile of their batteries. So soon as the whole line had passed the enemy's batteries, it anchored within five or six miles of the island of Huin. Sir Hyde Parker, with Lord Nelson and Rear Admiral Graves embarked on board a lugger to reconnoitre the enemy's formidable line of defence, consisting of ships, radeaus, pontoons, galleys, fire ships, and gun boats, flanked and supported by extensive batteries on the islands called the Crowns; the largest of which was mounted with from 50 to 70 pieces of cannon; these were again commanded by two ships of 70 guns, and a large frigate in the inner road of Copenhagen, and two 64 gun ships (without masts) were moored on the flat on the starboard side of the entrance into the Arsenal.

The next day their position was again more minutely examined, when it was resolved to make the attack from the southward. This desperate service was volunteered by Vice Admiral Lord Nelson, with that enthusiastic zeal and ardour which has ever manifested itself in the character of that intrepid officer.

For the execution of this service, some days before the fleet entered the Sound, he had shifted his flag into the Elephant.

The vice admiral having by the assistance of Captains Riou and Brisbane, with the masters of the Amazon and Cruizer sloop, examined and buoyed the channel of the
Outer

A.D. ward, and consequently without fulfilling in a manner
1801 which I deemed the most effected and decisive, the object of my orders. But just as I got the fore clew-garnets manned, in order to take in the fore-sail, with an intent to put the helm a-lee, and to brace the head yards a-box, the ship took the ground, within hail of the Formidable (the French admiral's ship) and which accident alone could have prevented me from putting my orders into execution.

" In this situation I opened my fire on the French admiral, with as many of my foremost guns as could be brought to bear on him, the rest being directed, with much effect, on the town, batteries, and gun-boats, with which I was surrounded. But the ship appearing to swing a little, I let go the bower anchor and cut the cable, the stream cable being clenched to the ring of the anchor, and in at the gun-room port, on which I intended to heave a strain to endeavour to force the ship round, so as to bring her broadside to bear on the French admiral (having at this time no hope of getting the ship entirely a-float, the master having, by my directions, sounded round her, and found rather less water than where she lay) but the spring being shot away before it was well taught, the ship remained immoveable. I had by this time, after much endeavour, all my signal halyards being shot away, effected making the signal for striking and sticking fast on a shoal.

" I observed some time afterwards all our ships driving out of the bay, the admiral having previously made my signal of recall, and sent a boat from the Cæsar, and another from the Venerable to my assistance; but finding they could afford me none, I sent the Venerable's boat back, and the crew of the Cæsar's in one of my own cutters, their pinnace having been sunk by a shot alongside.

" About twelve o'clock our ships were all out of gun-shot of the enemy, and we had the fire of the whole French squadron, batteries, and gun-boats, to contend with alone; against which we continued to keep up as a brisk fire as could be expected, even by men in the most sanguine expectation of victory, until nearly two o'clock.

" I had been before this time receiving repeated reports from several of my officers of the numbers killed and wounded, and of many of my guns being rendered unserviceable; and seeing many of my brave crew every moment falling at their quarters, and the ship in all respects but
little

little better than a wreck, I thought proper to call my officers together, and asked their opinion, whether more could be done for the preservation of the ship; they replied, that they thought it was impossible to do more, and that to strike the colours was the only means of preserving the lives of those that remained.

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“ On these considerations, and from a conviction of having experienced every possible assistance that the persevering endeavours of zealous and brave officers and men could afford me, (whose exertions, and those of Lieutenant Hill's in particular, who did duty as my first lieutenant, during the action and for some time before, I shall ever remember with the greatest gratitude); and seeing that our hitherto very effective fire on the enemy's ships and batteries was now so slackened as to be nearly useless, I ordered the firing to cease, and the people to shelter themselves as much as possible; and in a little time afterwards I submitted to the painful necessity of ordering his Majesty's colours to be hauled down.”

The court on hearing of the narrative of Captain Ferris, and the evidence of the officers and ship's company, and after mature deliberation, was of opinion that the loss of his Majesty's ship Hannibal was caused by her grounding on a shoal in the Bay of Algeziras, a head of the French admiral, when Captain Ferris her commander, agreeably to the orders he had received, was making the gallant and well judged attempt to place her so as to rake the enemy; and after a considerable part of the ship's company had been killed or wounded; being obliged to strike his Majesty's colours; and that the conduct of Captain Ferris, in going into the action was that of an excellent and expert seaman, and that his conduct after she was engaged was that of a brave, cool, and determined officer; and that the said Captain Ferris, his officers and ship's company, by their conduct throughout the action, more particularly in continuing it for a considerable time after she was on shore, and the rest of his Majesty's fleet had been obliged to quit her, did the utmost for the preservation of his Majesty's ship, and the honour of the British flag; and doth adjudge them to be honourable acquitted; and the said Solomon Ferris, his officers and ship's company are hereby honourably acquitted accordingly.

This

A. D. 1801 This handsome and highly honourable acquittal was immediately followed by the return of Captain Ferris's sword to him by the president, who was pleased in a manner that did honour to his feelings, to address him in the following words :

“ Captain Ferris, I have great pleasure in returning this sword to you, as I feel assured, if ever you have occasion to unsheathe it again, it will be used with the same gallantry which you so nobly displayed in defending his Majesty's ship Hannibal.”

On the 2d of September, Mr. Lewis, second lieutenant of the *Sirius*, was tried by a court martial held on board the *Cambridge* in Hamoaze, on a charge preferred against him, for leaving the quarter deck, during his watch in the night, and when the *Sirius* was at single anchor, and the look-out frigate of the in-shore squadron off Brest.

The charge was fully proved, when the president (Rear Admiral Collingwood) and the members of the court-martial taking into their consideration the nature and consequence of the charge ; and also on the other hand the very excellent character of Lieutenant Lewis as an officer and a gentleman, only dismissed him his Majesty's service.

On the 9th, the master of the *Sirius* was dismissed his ship, pursuant to the sentence of a court-martial, and never to serve higher than a sixth rate ; the charges of drunkenness and neglect of duty being fully proved.

Mr. Rains, first lieutenant of the *Sirius*, was also tried by a court-martial, on charges exhibited against him by the master, for drunkenness, and leaving his quarters during the time of action.

The court, on hearing the evidence of the prosecutor in support of the charge, found it so contradictory, vague, and ill-founded, that the president and court unanimously acquitted Lieutenant Rains of the whole of the charges against him in the most honourable manner.

On the 14th, Lieutenant Suckling was dismissed the command of the *Furnace* gun-brig, on a charge being in part proved against him for neglect of duty and absence without leave.

On the same day, the master of the *Terror* bomb, was dismissed the service for neglect of duty.

On the 1st of October, the preliminaries of peace were signed between his Britannic Majesty and the French Republic, of which the following are the articles :

Preliminary

Preliminary Articles of Peace, between his Britannic Majesty and the French Republic. Signed at London (in English and French), the 1st of October, 1801; the 9th Vendemiaire, Year 10 of the French Republic.

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“ HIS Majesty the King of the united kingdom of Great Britain and Ireland, and the first consul of the French republic, in the name of the French people, being animated with an equal desire of putting an end to the calamities of a destructive war, and of re-establishing union and good understanding between the two countries, have named for this purpose; namely, his Britannic Majesty, the Right Honourable Robert Banks Jenkinson, commonly called Lord Hawkesbury, one of his Britannic Majesty's most honourable privy council, and his principal secretary of state for foreign affairs; and the first consul of the French republic, in the name of the French people, Citizen Lewis William Otto, commissary for the exchange of French prisoners in England; who, after having duly communicated to each other their full powers, in good form, have agreed on the following preliminary articles:

“ Art. I. As soon as the preliminaries shall be signed and ratified, sincere friendship shall be re-established between his Britannic Majesty and the French Republic, by sea and land, in all parts of the world; and in order that all hostilities may cease immediately between the two powers, and between them and their allies respectively, the necessary instructions shall be sent with the utmost dispatch to the commanders of the sea and land forces of the respective states, and each of the contracting parties engages to grant passports, and every facility requisite to accelerate the arrival, and ensure the execution of these orders. It is farther agreed, that all conquests which may have been made by either of the contracting parties from the other, or from their respective allies, subsequently to the ratification of the present preliminaries, shall be considered as of no effect, and shall be faithfully comprehended in the restitutions to be made after the ratification of the definitive treaty.

“ Art. II. His Britannic Majesty shall restore to the French Republic and her allies; namely, to his Catholic Majesty, and to the Batavian republic, all the possessions and colonies occupied or conquered by the English forces in the course of the present war, with the exception of the island of Trinidad, and the Dutch possessions in the island of Ceylon,
of

A. D. of which islands and possessions his Britannic Majesty reserves
1801 to himself the full and entire sovereignty.

“ Art. III. The port of the Cape of Good Hope shall be open to the commerce and navigation of the two contracting parties, who shall enjoy therein the same advantages.

“ Art. IV. The island of Malta, with its dependencies, shall be evacuated by the troops of his Britannic Majesty, and restored to the order of St. John of Jerusalem. For the purpose of rendering this island completely independent of either the two contracting parties, it shall be placed under the guarantee and protection of a third power, to be agreed upon in the definitive treaty.

“ Art. V. Egypt shall be restored to the Sublime Porte, whose territories and possessions shall be preserved entire, such as they existed previously to the present war.

“ Art. VI. The territories and possessions of her most Faithful Majesty shall likewise be preserved entire.

“ Art. VII. The French Forces shall evacuate the kingdom of Naples and the Roman territory. The English forces shall in like manner evacuate Porto Ferrajo, and generally all the ports and islands which they may occupy in the Mediterranean, or in the Adriatic.

“ Art. VIII. The republic of the seven islands shall be acknowledged by the French Republic.

“ Art. IX. The evacuations, cessions, and restitutions, stipulated for by the present preliminary articles, shall take place in Europe within one month; in the continent and seas of America and of Africa, within three months; and in the continent and seas of Asia, within six months after the ratification of the definitive treaty.

“ Art. X. The prisoners made respectively shall, immediately after the exchange of the ratifications of the definitive treaty, all be restored, and without ransom, on paying reciprocally the debts which they may have individually contracted. Discussions having arisen respecting the payment for the maintenance of prisoners of war, the contracting powers reserve this question to be settled by the definitive treaty according to the law of nations, and in conformity to established usage.

“ Art. XI. In order to prevent all causes of complaint and dispute which may arise on account of prizes, which may be made at sea after the signature of the preliminary articles, it is reciprocally agreed that the vessels and effects
which

which may be taken in the British Channel and in the North Seas, after the space of twelve days, to be computed from the exchange of the ratifications of the present preliminary articles, shall be restored on each side; that the term shall be one month from the British Channel and the North Seas as far as the Canary Islands inclusively, whether in the ocean, or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place.

“ Art. XII. All sequestrations imposed by either of the parties on the funded property, revenues, or debts, of any description, belonging to either of the contracting powers, or to their subjects or citizens, shall be taken off immediately after the signature of the definitive treaty. The decision of all claims brought forward by individuals of the country against individuals of the other for private rights, debts, property, or effects whatsoever, which, according to received usages and the law of nations, ought to revive at the period of peace, shall be heard and decided before the competent tribunals; and in all cases prompt and ample justice shall be administered in the countries where the claims are made. It is agreed, moreover, that this article, immediately after the ratification of the definitive treaty, shall apply to the allies of the contracting parties, and to the individuals of the respective nations upon the condition of a just reciprocity.

“ Art. XIII. With respect to the fisheries on the coasts of the island of Newfoundland, and of the islands adjacent, and in the Gulph of St. Lawrence, the two parties have agreed to restore them to the same footing on which they were before the present war, reserving to themselves the power of making, in the definitive treaty, such arrangements as shall appear just and reciprocally useful, in order to place the fishing of the two nations on the most proper footing for the maintenance of peace.

“ Art. XIV. In all the cases of restitution agreed upon by the present treaty, the fortification shall be delivered up in the state in which they may be at the time of the signature of the present treaty, and all the works which shall have been constructed since the occupation shall remain untouched.

“ It is farther agreed, that in all the cases of cession stipulated in the present treaty, there shall be allowed to the

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A.D. the inhabitants, of whatever condition or nation they may
1801 be, a term of three years, to be computed from the notification of the definitive treaty of peace, for the purpose of disposing of their properties, acquired and possessed either before or during the present war; in the which term of three years they may have the free exercise of their religion and enjoyment of their property.

“ The same privilege shall be granted in the countries restored to all those who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

“ With respect to the other inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to either of the two powers, nor on any other account except that of debts contracted to individuals, or on account of acts posterior to the definitive treaty.

“ The present preliminary articles shall be ratified, and the ratifications exchanged in London, in the space of fifteen days for all delay; and immediately after their ratification, plenipotentiaries shall be named, on each side, who shall repair to Amiens for the purpose of concluding a definitive treaty of peace in concert with the allies of the contracting parties.

“ In witness whereof, we, the undersigned plenipotentiaries of his Britannic Majesty, and of the first consul of the French Republic, by virtue of our respective full powers, have signed the present preliminary articles, and have caused our seals to be put thereto.

“ Done at London the 1st day of October, 1801,
the 9th Vendemiaire, year 10 of the French Republic.

(Signed)

“ HAWKESBURY,
OTTO.” *

* On the 27th of March, 1802, the Definitive Treaty was signed at Amiens. See the end of this volume.

Pending the negotiation, and after the British squadrons had withdrawn from the blockade of the enemy's ports, a considerable armament was detached from Brest, L'Orient, and Rochfort, having on board a large body of troops for the island of St. Domingo, to quell a dangerous insurrection which had broke out among the blacks and people of colour, headed by Toussant L'Overture. See Appendix, end of Chap. II.

On

On the 12th, his Majesty caused his royal proclamation to be issued, declaring a cessation of arms. A. D.
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On the 31st of October a court of enquiry was held on board the *Dedaigneuse* frigate in Hamoaze, on the conduct of Lieutenant Nevin, late commanding his Majesty's armed brig *Admiral Pasley*, which was captured after a smart action, by several Spanish gun-boats near Gibraltar, and carried into Algeziras.

Vice Admiral Dacres, Captains Buller, and Charles Lane, upon hearing the evidence of Lieutenant Nevin, and examining the papers, produced by him; and taking the existing circumstances of the case into their serious consideration, were of opinion, that as the enemy had the command of their oars, and constantly kept in a position which confined the brig's force to musketry alone: from a defect in her equipment, which prevented his using the carronades, no blame could attach to any person belonging to the *Admiral Pasley*; and considering the wounded state of Lieutenant Nevin, his conduct appeared meritorious in resisting the enemy some time after the master had advised him to surrender, and until the *Admiral Pasley* was completely defenceless.

On the 3d of November a court-martial was held on board the *Gladiator* in Portsmouth harbour, on Captain John Gardner, of his Majesty's brig *Star*, on charges exhibited against him by Mr. William Lind, late surgeon of the said brig,* for cruel, oppressive, and tyrannical treatment of his officers; for having traded in slaves, and various articles, on the coast of Madagascar; and for having plundered a French prisoner. After the officers and ship's company of the *Star* had been examined, who were the witnesses, the Court pronounced that the charges had not been proved against Captain John Gardner, but were ill-founded, malicious, vexatious, scandalous and infamous; and adjudged him to be honourably acquitted.

Upon the signing of the preliminary articles of peace, most of the hired armed vessels, gun-boats, &c. employed for the defence of the coast, were ordered to be paid off; the Sea Fencibles, raised for the protection of the maritime counties, were also discontinued, and the officers commanding them discharged.

* Mr. Lind was dismissed the service on a charge of neglect of duty being proved.

A. D. 1801 Early in November a detachment of the Channel fleet, under the command of Vice Admiral Sir Andrew Mitchell, was ordered to Bantry Bay, in Ireland.*

The remainder, under Admiral Cornwallis, rendezvoused in Torbay and Cawsand Bay.

The blockade of Brest, and indeed all the enemy's ports in the Bay, was so completely effected, by the judicious arrangements made by the commander in chief of the fleet, that not even a *chasse marée* could escape along shore. A squadron of observation was constantly either at anchor, or cruising close in with Brest, under Rear Admiral Sir James Saumarez and Thornborough, whilst the main body of the fleet remained in the Offing. A detachment was also sent under Sir Edward Pellew to block up Rochfort. A chain of frigates, and other light vessels, were constantly on the alert, closely watching the enemy at L'Orient, Quiberon Bay, and other ports along the coast. In short, nothing could equal the vigilance and activity with which this service was performed, not a ship or vessel of any description was permitted to return into port, but either with dispatches, or from absolute necessity; and then with positive orders to rejoin as soon as their wants were completed. A noble example of perseverance was manifested by Admiral Cornwallis, who remained out, shifting his flag as occasion required, from the month of February, when he joined the fleet, to the time of its being ordered into port in October.

During this long cruise the fleet was amply supplied with fresh beef, beer, and refreshments of every kind: each ship, on her return carried out as much of every sort as she could conveniently stow.

On the 14th of November, a court-martial was held on board the *Gladiator* in Portsmouth harbour, to try Vice Admiral Sir William Parker, Bart. on a charge of sending the *America* and *Cleopatra* to the West-Indies, and permitting them to cruise there, contrary to the orders of the Lords of the Admiralty.

President,

Admiral Sir Thomas Pasley, Bart.

Admiral S. Lutwidge,

Vice Admiral A. Græme,

Rear Admiral J. Holloway,

Rear Admiral T. Totty.

* Appendix, Chap. II. No. 414.

Captains,

Captains,

A. D.
1801Charles Stirling,
Hon. Robert Stopford,
P. C. Durham,
C. W. Paterfon,Samuel Hood,
J. Sidney Yorke,
Frank Sothern,
J. N. Newman.

M. Greetham, Esq. Judge Advocate.

The whole of the evidence having been gone through, and the vice admiral heard in his defence, which clearly proved that he acted upon principles dictated by an ardent desire to serve his country, which was fully corroborated on the evidence of Captains John Oaks Hardy, and J. Bingham, and the Rev. Mr. Souter, his secretary: the Court on the 5th delivered his acquittal.

“ That Vice Admiral Sir William Parker, Bart. was justified in sending his Majesty's ships *America* and *Cleopatra* to the West-Indies; that the vice admiral was indiscreet in having given such detailed instructions to their captains for their return within the limits of their station; but the general character of the vice admiral is such as to preclude the idea that he had been guided by any motive unconnected with the good of his Majesty's service, and do therefore adjudge him to be acquitted.”

The president, on returning his sword to the vice admiral, addressed him—

“ Sir William Parker, it is a pleasing task which remains for me to perform, that of delivering to you a sword which you have worn with so much honour.”

Early in the month of December, symptoms of mutiny were discovered on board his Majesty's ship *Temeraire*, which, on a detachment of the fleet being ordered to sail from Bantry Bay for the West-Indies,* under the command of Rear Admiral George Campbell, (whose flag was on board that ship,) broke out into the most violent and daring acts of disobedience to the commands of their officers, by whose spirited firmness and exertion it was happily suppressed; the ringleaders, to the number of twenty, were secured, and brought round to Portsmouth to be tried.

Immediately on the arrival of the fleet at Spithead under Admiral Mitchell, a court-martial was ordered to assemble for the trial of the mutineers, composed of the following members:

* Appendix, Chap. II. No. 414.

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President,

Vice Admiral Sir Andrew Mitchell, K. B.

Vice Ad. Sir C. M. Pole, Bt.

Rear Ad. J. Holloway,

Rear Ad. C. Collingwood,

Rear Ad. G. Campbell.

Captains,

A. Bertie,

T. Wells,

S. Osborne,

T. Jones,

T. Louis,

Sir E. Neagle, Knt.

R. Grindall,

Davidge Gould.

M. Greetham, Esq. Judge Advocate.

On the 6th of January, 1802, fourteen of the mutineers were put on their trial, which continued till the 10th, when the whole of the evidence having been heard, as well as what the prisoners had to offer in their defence, the court, after the most mature deliberation, pronounced the following sentence:

“ That the charges are proved against all except Christopher White, and doth adjudge them to suffer death, by being hanged by the neck on board such ship of his Majesty at Spithead, or in Portsmouth harbour, and at such time as the Lords Commissioners for executing the office of Lord High Admiral of England shall direct; and the said John Mayfield, &c. (all except White) are hereby ordered to suffer death, by being hanged by the neck as before mentioned; and the Court is further of opinion that the charges against Christopher White are in part proved, and doth order and adjudge him to receive 200 lashes on his bare back, on board such ships at Spithead, or in Portsmouth harbour, and at such times as the said Lords Commissioners shall direct; and the said Christopher White is ordered to receive 200 lashes accordingly.”

Collins (one of the prisoners) then said—

“ Permit me to return my sincere thanks to the court for the patience and indulgence shewn me: I acknowledge the justness of my sentence; I have violated the laws of my country, and the discipline of the navy; but I declare to Almighty God, that the intention of murder never entered my head. I solemnly call God to witness this declaration, and trust to the truth of it all my hopes of pardon in the other world. May God protect the British isles and the government; and may God receive my soul! At these words all the other prisoners exclaimed, Amen!”

On

On the 15th, six of these deluded and unhappy men were executed, four on board the *Temeraire*, one on board the *Formidable*, and one on board the *Majestic*. Some days previous to their execution, they addressed the following letter to the Rev. Mr. Jones, chaplain of the *Temeraire*. A.D. 1801

“ Gladiator, Jan. 7, 1802.

“ Dear Sir,

“ We take the liberty of thus humbly begging you, in the name of the Lord our God, to attend us and administer unto us poor and miserable sinners, the word of our blessed Redeemer, as the state we are now in is of the most serious nature; our bodies not only being in danger, but our unprepared souls, therefore we humbly implore your assistance on this unfortunate occasion. Do pray not delay, as our time is exceedingly precious; we therefore conclude, humbly begging your compliance

*“ Your’s, with humility,
“ Unhappy Temeraires.”*

The following Paper, which one of them presented when they came upon the platform, was read aloud to the ship’s company.

“ Remember your duty to God, and for his sake to your King and Country: you must be sensible what was the chief cause that brought on the fatal consequences which now end so unhappily for us, and with so much remorse to you, if you rightly consider how much you have contributed, by your support and countenance, to bring us to this untimely end.

“ We refused to put that trust and confidence in the wisdom of our rulers, which is due to them from all good subjects; they watch for the welfare of us all; and how dare we then prefer our own selfish pleasures and interests to what they saw necessary to the public good. How could we find it in our hearts to forfeit all the praises and the honours which our country had so gratefully bestowed upon her naval heroes, who have so bravely fought for her!

“ How could we so foolishly suffer our impatience to get the better of us, as for the sake of a few months longer service, to sacrifice all the blessings of peace we had been toiling for these nine long years!

M m 3

Oh

A.D. 1801 “ Oh! that we had made these reflections sooner ourselves! But our lot is cast—our course in this world is finished. Make good use of what remains of yours. It cannot be long before we must all meet again, before the judgment seat of that God whom we have offended; but who, we trust, has seen and accepted our unfeigned repentance, and will forgive us, as we do truly and freely forgive all those who have in any wise offended or injured us. Prepare yourselves also, dear countrymen, for this forgiveness, that when we meet in the world to come, we may not meet in everlasting misery.

“ Pray for us—we heartily pray for you.—Amen!”

On the 14th, six more of the mutineers were tried; and on the 16th sentence of death pronounced on five, the other to receive 200 lashes from ship to ship.

On the 19th they were executed, three on board the *Achille*, and two on board the *Centaur*.

Taylor, one of the mutineers, addressed the ship's company of the *Achille* as follows:

“ I hope the ship's company of the *Achille*, as well as the spectators present, will take warning by my example. It is impossible for seamen to succeed in any attempt to mutiny. Sailors never did, nor ever would, stick to each other on such an occasion. Those who attempt to violate the laws of the land, or naval discipline, must inevitably expect to meet with the same disgraceful end I am going to suffer. I acknowledge the justness of my sentence, and forgive all parties concerned against me. I have made my peace with God, and am ready to die.”

To the honour of the marines, they conducted themselves in this unfortunate business with that adherence to order and discipline which they so conspicuously displayed on many former and similar occasions.

The following testimony of the approbation of their conduct was communicated to them from the Admiralty through the commander in chief.

“ *Torbay, Dec. 25, 1801.*

“ The Lords Commissioners of the Admiralty having expressed their high satisfaction of the good conduct of the marines of several of the ships under my command, with you
at

at Bearhaven, in declaring their abhorrence of the mutinous proceedings which had lately taken place at that anchorage; and of their having come forward upon that occasion, so much to the honour of their corps, and the interest of their country. I am to desire that you will be pleased to communicate the same to them, and assure them that I feel highly gratified on the present occasion.

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1801

“(Signed) W. CORNWALLIS.”

“*To Vice Admiral Sir ANDREW MITCHELL, &c. &c.*”

“*Spithead, Dec. 29, 1801.*”

“It is my directions to the captains of his Majesty's ships named in the margin,* under my orders, to communicate to the marines serving on board the respective ships under their command the above letter from the commander in chief: and I feel equally happy their good conduct has merited such a mark of approbation from him and the Lords Commissioners of the Admiralty.

“(Signed) A. MITCHELL.”

On the same day of the execution of the mutineers, the Squadron under Rear Admiral Campbell dropped down to St. Helens previous to their sailing for the West Indies.†

On the 6th of December Lieutenant W. H. Ingram, of the *Isis*, was dismissed the ship by the sentence of a court-martial, and put at the bottom of the list of lieutenants, on a charge being proved of behaving in an ungentlemanlike manner to the officers of the ship.

On the 13th Rear Admiral Totty sailed from Spithead for the West-Indies.

* Windfor Castle, Princess Royal, Glory, and Malta; the *Resolution* and *Vengeance* were also, it appeared afterwards, entitled to share in the public declaration of thanks.

† Appendix, Chap. II. No. 414.

A.D.
1801

A List of Flag Officers, with the number of Post Captains, Masters and Commanders, and Lieutenants belonging to the Royal Navy of Great Britain, on the 31st of December, 1801.

FLAG OFFICERS.

Admiral of the Fleet.

Sir Peter Parker, Bt.

Admirals of the White Squadron.

Robert Roddam, Esq.	Joseph Peyton, Esq.
Mark Milbank, Esq.	Sir Charles Middleton, Bt.
Nicholas Vincent, Esq.	Sir Richard King, Bt.
Lord Graves,	Earl St. Vincent,
Robert Digby, Esq.	Viscount Duncan,
Viscount Bridport,	Richard Brathwaite, Esq.
Sir Chaloner Ogle, Kt.	Philips Cosby, Esq.
Viscount Hood,	Samuel Cornish, Esq.
Sir Richard Hughes, Bt.	John Brisbane, Esq.
John Elliot, Esq.	Charles Woseley, Esq.
Lord Hotham,	Duke of Clarence.

Admirals of the Blue Squadron.

Sir Richard Onslow, Bt.	Sir Hyde Parker, Kt.
Sir Robert Kingsmill, Bt.	Benjamin Caldwell, Esq.
Hon. William Cornwallis,	Sir James Wallace, Kt.
William Allen, Esq.	Wm. Peere Williams, Esq.
Charles Buckner, Esq.	Sir Thomas Pasley, Bt.
John Gell Esq.	Sir Thomas Rich, Bt.
William Dickson, Esq.	James Cummings, Esq.
Lord Gardner,	Sir John Colpoys, K. B.
Robert Linzee, Esq.	Archibald Dickson, Esq.
Skeffington Lutwidge, Esq.	George Montagu, Esq.
Thomas Dumaresq, Esq.	Lord Keith, K. B.

Vice Admirals of the Red.

James Pigot, Esq.	Sir William Parker, Bt.
Lord Radstock,	Charles Holmes Everet Cal-
Thomas Mackenzie, Esq.	madey, Esq.
Thomas Pringle, Esq.	John Bourmaster, Esq.
Sir Roger Curtis, Bt.	Sir George Young, Bt.
Sir Henry Harvey, K. B.	John Henry, Esq.
Robert Man, Esq.	Richard Rodney Bligh, Esq.
	<i>Vice</i>

A.D.
1801*Vice Admirals of the White.*

Alexander Græme, Esq.	Christopher Mafon, Esq.
George Keppel, Esq.	Thomas Spry, Esq.
Samuel Reeve, Esq.	Sir John Orde, Bt.
Robert Biggs, Esq.	William Young, Esq.
Francis Parry, Esq.	James Gambier, Esq.
Isaac Prescot, Esq.	Sir Andrew Mitchell, K. B.
John Bazely, Esq.	

Vice Admirals of the Blue.

Cha. Chamberlayne, Esq.	John Leigh Douglas, Esq.
Peter Rainier, Esq.	William Swiney, Esq.
Christopher Parker, Esq.	Charles Edw. Nugent, Esq.
Philip Patten, Esq.	Charles P. Hamilton, Esq.
Sir Charles M. Pole, Bt.	Edmund Dod, Esq.
John Browne, Esq.	Visc. Nelson, Duke of Bronte,

Rear Admirals of the Red.

Sir George Home, Bt.	John Halloway, Esq.
Sir Charles Cotton, Bt.	George Wilson, Esq.
John Thomas, Esq.	Sir Cha. H. Knowles, Bt.
James Brine, Esq.	Hon. Thomas Pakenham,
John Pakenham, Esq.	Robert Deane, Esq.
Sir Erasmus Gower, Kt.	Cuthbert Collingwood, Esq.
James H. Whitshed, Esq.	Lord Lecale,
Arthur Kemp, Esq.	Thomas Taylor, Esq.
Smith Child, Esq.	Sir John Tho. Duckworth,
	K. B.

Rear Admirals of the White.

John Willet Payne, Esq.	George Bowen, Esq.
Sir Robert Calder, Bt.	Robert Montagu, Esq.
James Richard Dacres, Esq.	John Ferguson, Esq.
Hon. George C. Berkeley,	Edward Edwards, Esq.
Esq.	Sir John Borlase Warren,
Thomas West, Esq.	K. B.
James Douglas, Esq.	Edward Tyrell Smith, Esq.
Peter Aplin, Esq.	Sir Thomas Graves, K. B.
Henry Savage, Esq.	Thomas Mar. Russel, Esq.
Barth. Sam. Rowley, Esq.	Silverius Moriaty, Esq.
Sir Rich. Bickerton, Bt.	Sir Henry Trollope, Kt.

Rear

A. D.
1801*Rear Admirals of the Blue.*

Henry Edwin Stanhope, Esq.	John Fish, Esq.
Robert M'Douall, Esq.	Jaheel Brenton, Esq.
Billy Douglas, Esq.	John Knight, Esq.
John Wicky, Esq.	Edward Thornborough, Esq.
John Inglis, Esq.	James Kempthorne, Esq.
Sampson Edwards, Esq.	Arthur Philip, Esq.
George Campbell, Esq.	Sir Will. Geo. Fairfax, Kt.
Thomas Hicks, Esq.	Thomas Totty, Esq.
Henry Cromwell, Esq.	Sir James Saumarez, K. B.

Admiral of the fleet,	-	1
—— of the White,	-	22
—— of the Blue,	-	22
Vice Admirals of the Red,	-	13
—— of the White,	-	13
—— of the Blue,	-	12
Rear Admirals of the Red,	-	18
—— of the White.	-	20
—— of the Blue,	-	18

Total Admirals	139
Post Captains	534
Masters and Commanders	407
Lieutenants	2348
Total Officers in the Royal Navy	3428

A daring and singular Anecdote is related of the Pilot, belonging to the Immortalite Frigate, one of those appointed to watch Brest.

This man, either a Frenchman, or speaking French extremely well, expressed a great desire to Captain Hotham, that he would permit him to go on shore and get information of the state and situation of the enemy's fleet. After frequent solicitations Captain Hotham consented, and he was put on shore in the night, with a promise that a boat should be sent to bring him off, at a proper time. The boat was accordingly sent five successive nights to the places appointed, but no pilot was there. At the expiration of eight

eight days, he came alongside in a French boat rowed by two men: and gave the following account of himself. A.D. 1804
 That fearing lest he should be apprehended as a spy, he gave up the idea of attempting to get off as agreed upon, and came to the resolution of hiring a boat to go into Cameret Bay; upon getting pretty near to it, he told the men he did not mean that bay, he meant Berthaume Bay; which was about half way to the ship; when he had approached near this bay, he said he wanted to go to point St. Mathews, (which was not more than two gun shots from the frigate) upon this the men flew in a passion, telling him they would take him back to Brest. When the pilot instantly took a brace of pistols from his pocket; and pointing one at each of them, exclaimed—"I am an Englishman, and if you do not put me on board my ship, without delay, I will blow your brains out." With which the Frenchmen judged it best to comply.

This resolute fellow had absolutely been on board some of the ships of war, and gave an exact account of their condition and force.

This year the old and iniquitous custom of allowing the shipwrights in the dock yards to cut and take chips away, was abolished, and they are allowed in lieu six-pence per day.

EXPEDITION TO THE BALTIC.

On the 12th of March, the squadron destined for the Baltic, sailed from Yarmouth Roads under the command of Admiral Sir Hyde Parker, it consisted of seventeen sail of the line, several frigates, gun brigs, and other small armed vessels.

Whilst in the Downs, a great number of flat-bottomed boats, and several pieces of heavy artillery were taken on board; and at Yarmouth the 49th regiment, commanded by Colonel Brock, a detachment of artillery, and two companies of the rifle corps, the whole to be commanded by Colonel Stewart, were embarked for the service of the expedition.*

On Sir Hyde Parker's arrival in the Cattegat, he dispatched the following letter to the governor of Cronberg Castle.

* Appendix, Chap. II. No. 415. With the ships that joined afterwards.

London,

A.D.
1801

*" London, in the Cattegat,
March 27th, 1801.*

" From the hostile intentions of the court of Denmark, sending away his Britannic Majesty's Charge d'Affaires, the commander in chief of his Majesty's fleet, is anxious to know what the determination of the Danish court is, and whether the commanding officer of Cronberg Castle has received orders to fire upon the the British fleet as they pass into the Sound, as he must deem the firing of the first gun a declaration of war on the part of Denmark.

(Signed) " HYDE PARKER."

The Governor's Answer.

" Cronberg Castle, 28th March, 1801.

" In answer to your excellency's letter, which I did not receive till the following day, at half past eight, I have the honour to inform you, that his Majesty the King of Denmark did not send away the Charge d'Affairs, but that upon his own demand he obtained a passport. As a soldier I cannot meddle with politics, but I am not at liberty to suffer the fleet, whose intentions are not yet known, to approach the guns of the castle which I have the honour to command. In case your excellency should think proper to make any proposals to his Majesty the King of Denmark, I wish to be informed thereof, before the fleet approaches nearer to the castle. An explicit answer is desired.

(Signed) STRICKER."

Reply of Sir Hyde Parker.

*" On board the London,
29th March, 1801, one A. M.*

" Sir,

" In answer to your excellency's note just now received, the undersigned has only to reply, that finding the intentions of the court of Denmark to be hostile against his Britannic Majesty, he regards the answer as a declaration of war, and therefore, agreeable to his instructions, can
no

no longer refrain from hostilities, however reluctant it may be to his feelings; but at the same time will be ready to attend to any proposals of the court of Denmark for restoring the former amity and friendship which had for so many years subsisted between the two courts. A.D. 1801

(Signed)

“HYDE PARKER.”

“His Excellency the Governor
of Cronberg Castle.”

Violent gales of wind had previously prevented the fleet from entering the Sound, for although it blew from a favourable quarter, its violence and the heavy sea, made it impossible for the ships to weigh their anchors. On the 30th, it was more moderate, and the wind blowing from the northward, the fleet weighed and passed into the Sound; the forts on the Danish shore keeping up an incessant fire on them without effect: those on the Swedish remained silent, although the ships passed within one mile of their batteries. So soon as the whole line had passed the enemy's batteries, it anchored within five or six miles of the island of Huin. Sir Hyde Parker, with Lord Nelson and Rear Admiral Graves embarked on board a lugger to reconnoitre the enemy's formidable line of defence, consisting of ships, radeaus, pontoons, galleys, fire ships, and gun boats, flanked and supported by extensive batteries on the islands called the Crowns; the largest of which was mounted with from 50 to 70 pieces of cannon; these were again commanded by two ships of 70 guns, and a large frigate in the inner road of Copenhagen, and two 64 gun ships (without masts) were moored on the flat on the star-board side of the entrance into the Arsenal.

The next day their position was again more minutely examined, when it was resolved to make the attack from the southward. This desperate service was volunteered by Vice Admiral Lord Nelson, with that enthusiastic zeal and ardour which has ever manifested itself in the character of that intrepid officer.

For the execution of this service, some days before the fleet entered the Sound, he had shifted his flag into the Elephant.

The vice admiral having by the assistance of Captains Riou and Brisbane, with the masters of the Amazon and Cruizer sloop, examined and buoyed the channel of the
Outer

A. D. 1801. Outer Deep, and the position of the Middle Ground, proceeded with the Squadron, and anchored in safety on the evening of the 1st of April, off Draco Point;* from whence his lordship issued the following orders for the attack.

“ As Vice Admiral Lord Nelson cannot with precision mark the situation of the different descriptions of the enemy's floating batteries, and smaller vessels, lying between the two decked ships and hulks; the ships which are to be opposed to the floating batteries, &c. &c. will find their stations by observing the stations of the ships to be opposed to the two decked ships and hulks.

Line of Battle.

These ships are to fire in passing on to their stations.	{	Edgar, Ardent, Glatton, Isis, †Agamemnon,	}	Are to lead in suc- cession.
--	---	---	---	---------------------------------

The Edgar to anchor a-breast of No. 5, (a 64 gun ship hulk). The Ardent to pass the Edgar, and anchor a-breast of No. 6 and 7. The Glatton to pass the Ardent, and anchor a-breast of No. 9, (a 64 gun ship hulk.) The Isis to anchor a-breast of No 2, (a 64 gun ship hulk). The Agamemnon to anchor a-breast of No. 1.

†Bellona, Elephant, Ganges, Monarch, Defiance, †Russet, Polyphemus,	}	To take their station and an- chor as is prescribed by the fol- lowing arrangement.
---	---	---

Memorandum.—No. 1, begins with the enemy's first ship to the southward.

* Appendix, Chap. II. No. 416.

† Not in action, being on shore, though from their situation they were exposed to the enemy's fire.

No.	Rates.	Supposed number of guns mounted on one side.	Station of the line as they are to anchor and engage.	A.D. 1801
1	- 74 -	28	{ Agamemnon; Desirée is to follow Agamem- non, and rake No. 2. Isis.	
2	- 64 -	26		
3	{ Low floating batteries ship rigged, rather within the line.	10	{ It is hoped the Desirée's fire will not only rake No. 2, but also rake these two ships. Capt. Rose is to place the six gun brigs so as to rake them also.	
4		10		
5	- 64 -	27	Edgar.	
6	{ Pontoon - Frigate hulk - Small, no guns visible	10	{ Ardent.	
7		12		
8		30	{ Glatton.	
9	- 64 -			
10	Ship gun boat of 22 guns	11	{ Bellona to give her at- tention to support the Glatton.	
11	{ Pontoon, or floating batteries -	12		
12		9		
13	74	36	Elephant.	
14	{ Pontoons, or floating batteries -	12	{ Ganges.	
15		12		
16	- 64 -	30	Monarch.	
17	- 64 -	30	Defiance.	
18	- 64 -	30	Russel.	
19	- 64 -	30	Polyphemus.	
20	{ A small ship, supposed a bomb, - }		11	

The six gun boats Captain Rose is to place with the Jamaica, to make a raking fire upon No. 1. The gun boats, it is presumed, may get far enough a-stern of No. 1, to rake Nos. 3 and 4; and Captain Rose is to advance with the ship and vessels under his orders, to the northward, as he may perceive the British fire to cease, where he is first stationed.

Nos. 1, 2, 3, and 4, being subdued, which is expected to happen at an early period, the Isis and Agamemnon are to cut their cables, and immediately make sail and take their station a-head of the Polyphemus, in order to support that

A.D. 1801 that part of the line. One flat boat manned and armed, is to remain upon the off side of each line of battle ship. The remaining flat boats, with the boats for boarding, which will be sent by Admiral Sir Hyde Parker, under the command of the first lieutenant of the London, are to keep as near to the Elephant as possible, but out of the line of fire, and to be ready to receive the directions of Lord Nelson.

The four launches, with anchors and cables, which will be sent by Admiral Sir Hyde Parker, under the command of a lieutenant of the London, to be as near to the Elephant as possible, out of the line of fire, ready to receive orders from Vice Admiral Lord Nelson.

The Alcmena, Blanche, Arrow, Dart, Zephir, and other fire-ships, are to proceed under the orders of Captain Riou, of the Amazon, to perform such service as he is directed by Lord Nelson.

At a little before ten o'clock in the morning of the 2d, the vice admiral made the signal to weigh and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from twenty-six 24 pounders, to eighteen 18 pounders, and one bomb ship, besides schooner gun vessels. These were supported by the Crown Islands, mounting 88 cannon, and four sail of the line moored in the harbour's mouth, and batteries on the island of Amak.

The fleet was led into action in a most gallant manner, by Captain George Murray, in the Edgar; whose example was nobly followed by the other ships of the squadron; unfortunately, the Bellona and Russel, from the intricate navigation, took the ground; but although not in the station assigned them, were so placed as to be of great service. The Agamemnon could not weather the shoal of the Middle, and was obliged to anchor. These unlucky accidents prevented the extension of the British line, and exposed the Monarch, Defiance, and the small squadron of frigates under Captain Riou, to a heavy cannonade from the enemy, which proved fatal to him and Captain Mosse, both of whom, with many other gallant officers and brave men were killed.

The engagement commenced at five minutes after ten, and continued without intermission for four hours, when the whole of the enemy's line and batteries were silenced, seventeen sail were sunk, burnt, or taken; the bomb ship and schooner gun vessels made their escape.

The

The bomb vessels threw their shells into the town and arsenal with some effect. A.D. 1801

The loss sustained, as must have been expected in so desperate and resolute an attack, was very great; twenty officers, including Captains Mofse and Riou* were killed, and 254 men.

Wounded 48 officers, including Captain Sir Thomas Bladen Thompson, of the *Bellona*, who lost his leg,† and 689 men, making a total of killed and wounded 943.‡

The Danes, by their own account, lost between 1600 and 1800 men. As soon as the firing had ceased on both sides, Lord Nelson sent a flag of truce, with the following note, to the Prince Royal of Denmark.

“ Lord Nelson has directions to spare Denmark, when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson must be obliged to set on fire all the floating batteries he has taken, without having the power to save the brave Danes who have defended them.”

“ *Dated on board his Majesty's Ship Elephant, Copenhagen Roads, April 2, 1801.*

“ (Signed) NELSON and BRONTE,
“ Vice Admiral, under the command of
Admiral Sir Hyde Parker.

“ *To the Brothers of Englishmen,
the Danes.*”

Message from the PRINCE ROYAL.

“ His Royal Highness the Prince Royal of Denmark, has sent me, General Adjutant Lindholm, on board to his Britannic Majesty's Vice Admiral the Right Hon. Lord Nelson, to ask the particular object of sending the flag of truce.

Lord NELSON's Answer.

“ Lord Nelson's object in sending the flag of truce, was humanity; he therefore consents that hostilities shall cease;

* A pension was settled upon Capt. Mofse's widow of 200l.; and 25l. per annum on each of his six children, which is to cease at the boys attaining the age of 21 years, and with the girls on their marriage. This is become an established regulation in the service.

† Has a pension of 500l. per annum, and Captain of the *Mary* yacht.

‡ Appendix, Chap. II. No. 416.

A.D. 1801 and that the wounded Danes may be taken on shore, and Lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes, as he shall think fit.

“ Lord Nelson, with humble duty to his Royal Highness the Prince of Denmark, will consider this the greatest victory he ever gained, if it may be the cause of a happy reconciliation and union between his own most gracious sovereign, and his Majesty the King of Denmark.

“ (Signed) NELSON and BRONTÉ.”

“ *On board his Majesty's Ship Elephant,
Copenhagen Roads, April 2, 1801.*”

The Danes accordingly agreed to a cessation of arms, and Lord Nelson went on shore for the purpose of opening a negotiation with the Court of Denmark. His Lordship, on landing, was received by the multitude with the loudest and most general acclamations; and the Prince Royal of Denmark received him also in a manner conformable to his high character. On the 9th an armistice was concluded and signed by the respective officers empowered to treat, of which the following is a copy :

Armistice.

“ The Danish Government on the one hand, and Admiral Sir Hyde Parker, Knight, commander in chief of his Britannic Majesty's naval forces in the Road of Copenhagen, on the other, being, from motives of humanity, equally anxious to put a stop to the further effusion of blood, and to save the City of Copenhagen from the disastrous consequences which may attend a further prosecution of hostilities against that city, have mutually agreed upon a military armistice, or suspension of arms.

“ His Danish Majesty having for that purpose appointed Major General Ernest Frederick Waltenstorff, Chamberlain to his Danish Majesty, and colonel of a regiment, and Adjutant General Hans Lindholm, captain in his Danish Majesty's navy, his commissioners for agreeing about the terms of the said armistice; and Admiral Sir Hyde Parker, Knight, having with the same view duly authorised the Right Honourable Horatio Lord Nelson, of the Nile, Knight of the most honourable order of the Bath, Duke of Bronte, in Sicily, Knight of the Grand Cross of the Order
of

of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent, Vice Admiral in the Fleet of his Britannic Majesty ; and the Honourable William Stewart, Lieutenant-Colonel in his Britannic Majesty's service, and member of parliament, and commanding a detachment of his Britannic Majesty's forces embarked : these said commissioners have met this day, and having exchanged their respective powers, have agreed upon the following terms :

A. D.
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“ Art. I. From the moment of the signature of this armistice, all hostilities shall immediately cease between the fleet under the command of Admiral Sir Hyde Parker, and the City of Copenhagen, and all the armed ships and vessels of his Danish Majesty in the road or harbour of that City ; as likewise between the different islands and provinces of Denmark, Jutland included.

“ Art. II. The armed ships and vessels belonging to his Danish Majesty, shall remain in their present actual situation as to armament, equipment, and hostile position : and the treaty, commonly understood as the treaty of armed neutrality, as far as relates to the co-operation of Denmark, be suspended, while the armistice remains in force.

“ On the other side, the armed ships and vessels under the command of Admiral Sir Hyde Parker, shall in no manner whatsoever molest the city of Copenhagen, or his Danish Majesty's armed ships and vessels on the coasts of the different islands and provinces of Denmark, Jutland included : and in order to avoid every thing which might otherwise create uneasiness or jealousy, Sir Hyde Parker shall not suffer any of the ships or vessels under his command, to approach within gun shot of the armed ships or forts of his Danish Majesty in the road of Copenhagen ; this restriction shall not however extend to vessels necessarily passing or repassing through the Gaspar, or King's Channel.

“ Art. III. This armistice is to protect the city of Copenhagen, as also the coasts of Denmark, of Jutland, and the islands included, against the attack of any other naval force which his Britannic Majesty may now, or hereafter, during its remaining in force, have in those seas.

“ Art. IV. The fleet of Admiral Sir Hyde Parker shall be permitted to provide itself at Copenhagen, and along the coasts of the different islands and provinces of Denmark and Jutland included, with every thing which it may require for the health and comfort of the crews.

A.D. 1801 “ Art. V. Admiral Sir Hyde Parker shall send on shore all such subjects of his Danish Majesty as are now on board the British fleet under his command, the Danish government engaging to give an acknowledgment for them, as also for all such wounded as were permitted to be landed after the action of the 2d instant, in order that they may be accounted for in favour of Great Britain, in the unfortunate event of the renewal of hostilities.

“ Art. VI. The coasting trade carried on by Denmark along all such parts of her coast as are included in the operation of this armistice, shall be unmolested by any British ships or vessels whatever, and instructions given accordingly by Admiral Sir Hyde Parker.

“ Art. VII. This armistice is to continue uninterrupted by the contracting parties for the space of fourteen weeks from the signature hereof; at the expiration of which time, it shall be in the power of either of the said parties to declare a cessation of the same, and to recommence hostilities, upon giving fourteen days previous notice.

“ The conditions of this armistice are upon all occasions to be explained in the most liberal and loyal manner, so as to remove all ground for further disputes, and facilitate the means of bringing about the restoration of harmony and good understanding between the two kingdoms.

“ In faith whereof, we, the undersigned commissioners, in virtue of our full powers, have signed the present armistice, and have affixed to it the seal of our arms.

“ Done on board his Britannic Majesty's Ship the London, in Copenhagen Roads, April the Ninth, One Thousand Eight Hundred and One.

“ Signed (L. S.) NELSON and BRONTE.

(L. S.) WILLIAM STEWART.

(L. S.) ERNEST FREDERIC WALTENSTORFF.

(L. S.) HANS LINDHOLM.

In pursuance of my above-mentioned authority, I ratify this document with my hand.

“ (L. S.) FREDERICK.

Ratified by me,

“ (L. S.) HYDE PARKER, Admiral and Commander in Chief of his Britannic Majesty's Fleet.”

Upon

Upon the above armistice being concluded, Admiral Sir Hyde Parker ordered the following general order to be issued to the fleet by his first captain. A. D.
1801

G. O. *His Majesty's Ship London, Copenhagen Roads, April 10th, 1801.*

“ An armistice being now concluded between the government of Copenhagen, and the commander in chief, by which all hostilities are to cease for the space of fourteen weeks, or until the courts of Great Britain and Copenhagen have arranged their present differences.

“ It is the commander in chief's express directions that no act of hostility or insult be offered by any officer or seaman under his command to the Danish flag, as it is meant such supplies as are wanted for the fleet, are to be sent off by Danish boats from the shore. The commander in chief strictly prohibits any officers or boats going to the shore from the fleet, except by his special permission first granted.

(Signed)

“ WM. DOMETT.”

For this important victory, Admiral Sir Hyde Parker, Vice Admiral Lord Nelson, Rear Admiral Thomas Graves, and the Hon. Lieutenant Colonel Stewart, with the officers, seamen, marines, and soldiers of the fleet, were voted the thanks of both houses of parliament for the very gallant services they had rendered their country. A monument was also voted to be erected in St. Paul's Cathedral, to the memory of Captains Mølle and Riou.

Danish account of the Action off Copenhagen.

The following is the official account of the late naval engagement, transmitted to his Royal Highness the Crown Prince, by the Commander in Chief, Olfert Fisher :

“ On the 1st of April, at half past three in the afternoon, two divisions of the English fleet, under the command of Vice Admiral Lord Nelson and a rear admiral, weighed anchor, and stood eastwards and by south of the middle passage of the road, where they anchored. This

A. D. force consisted of twelve ships of the line, and several large
1801 frigates, gun boats, and other smaller vessels, in all 31
sail.

“ On the 2d of April, at three quarters past nine in the morning, the wind S. E. both the vessels to the south, and the vessels to the north of the middle road, weighed anchor. The ships of the line and heavy frigates under Lord Nelson, steered for the *Konigstiefe*, to take their station in order along the line of defence confined to me. The gun boats and small vessels took their station nearer to the town, and the division of Admiral Parker consisting of eight ships of the line and some small vessels, steered with a press of sail southwards to the right wing of defence.

“ At half past ten, the foremost ships of Admiral Nelson's division passed the southernmost ships of the line of defence: I gave those ships that were within shot, the signal for battle. The block ships, *Provesteen*, and *Wagner*, and immediately after these, the *Jutland*, between which and the block ship *Danaebrog*, the leading English ship (of 74 guns) fixed her station by throwing out one of her rear anchors, obeyed the signal by a well directed and well supported fire. By degrees, the next of the ships came up, and as they sailed past on both sides of the ships already at anchor, they formed a thick line, which, as it stretched northwards to the ship of the line the *Zealand*, engaged not more than two-thirds of the line of defence committed to me; while the *Three Crowns* battery, and the block ships, *Elephant* and *Mars*, with the frigate *Hielpern* did not come at all into action.

“ In half an hour the battle was general. Ten ships of the line, among which was one of 80 guns, the rest chiefly 74's, and from six to eight frigates, on the one side. On the other, seven block ships, of which only one of 74 guns, the rest of 64 and under, two frigates, and six small vessels. This was the respective strength of the two parties. The enemy had on the whole two ships to one, and the block ship *Provesteen* had, besides a ship of the line, and the rear admiral, two frigates against her, by which she was raked the whole time, without being able to return a shot.

“ If I only recapitulate historically what your Highness, and along with you, a great portion of the citizens of Denmark and Europe have seen, I may venture to call
that

that an unequal combat, which was maintained and supported for four hours and a half with unexampled courage and effect, in which the fire of the superior force was so much weakened for an hour before the end of the battle, that several English ships, and particularly Lord Nelson's, were obliged to fire only single shots; that this hero himself, in the middle and very heat of the battle, sent a flag of truce on shore to propose a cessation of hostilities; if I told, that it was announced to me that two English ships of the line had struck, but being supported by the assistance of fresh ships, again hoisted their flags; I may in such circumstances be permitted to say, and I believe I may appeal to the enemy's own confession, that in this engagement, Denmark's ancient naval reputation blazed forth with such incredible splendour, that I thank Heaven all Europe are the witness of it.

A. D
:801

“ Yet the scale, if not equal, did not decline far to the disadvantage of Denmark. The ships that were first and most obstinately attacked, even surrounded by the enemy, the incomparable *Provesteen*, fought till almost all her guns were dismounted. But these vessels were obliged to give way to superior force, and the Danish fire ceased along the whole line from north to south.

“ At half past eleven, the *Dannebrog* ship of the line, which lay alongside Admiral Nelson, was set on fire. I repaired with my flag on board the *Holstein*, of the line, belonging to the north wing. But the *Dannebrog* long kept her flag flying in spite of this disaster. At the end of the battle she had 270 men killed and wounded.

“ At half past two, the *Holstein* was so shattered, and had so many killed and wounded, and so many guns dismounted, that I then caused the pendant to be hoisted, instead of my flag, and went on shore to the battery of the *Three Crowns*, from which I commanded the north wing, which was slightly engaged with the division of Admiral Parker, till about four o'clock, when I received orders from your Royal Highness to put an end to the engagement.

“ Thus the quarter of the line of defence from the *Three Crowns* to the frigate *Hielpern* was in the power of the enemy, and the *Hielpern* thus finding herself alone, slipped her cables and sheered to *Sturffen*. The ship *Elwen*, after she had received many shots in her hull,

A. D. 1801 and had her masts and rigging shot away, and a great number killed and wounded, retreated within the Crowns. The gun-boats Nyburg and Aggerstans, which last towed the former away when near sinking, ran a-shore, and the Gurnenshe floating battery, which had suffered much, together with the block ship Dannebrog, shortly after the battle blew up.

“ Besides the visible loss the enemy have suffered, I am convinced their loss in killed and wounded is considerable. The advantage the enemy have gained by their victory, too, consists merely in ships which are not fit for use, in spiked cannon, and gunpowder damaged by sea-water.

“ The number of killed and wounded cannot yet be exactly ascertained; but I conclude it from 1600 to 1800 men. Among the former it is with grief that I mention the captains of the block ship Indosforethen, and the frigate Cronburg, Captain Tharn, and first Lieutenant Hanch, with several other brave officers. Among the wounded, the commander of the Dannebrog, who besides other wounds, has lost his right hand.

“ I want expressions to do justice to the unexampled courage of the officers and crews. The battle itself can only enable you to form an idea of it.

(Signed)

“ OLFERT FISCHER.”

Sir Hyde Parker having left those ships which were the most disabled off Copenhagen, under Lord Nelson;* proceeded with the rest of his fleet up the Baltic, to chastize

* It is related that when Lord Nelson received advice that the Swedish squadron was at sea, and Sir Hyde Parker in pursuit of them; that he instantly ordered a boat to be manned, and put off in hopes to get on board the fleet time enough to share in the action. So great was this gallant officer's anxiety, lest he should not overtake the fleet, that he had got into the boat without a cloak, and the weather being extremely cold, the master of the Bellona, whom he had taken with him, offered him his great coat, which his Lordship refused, saying; “ No, I am not cold; my anxiety for my country will keep me warm? And then asked if he thought the fleet, (meaning the British) had sailed? the master replied—“ I should rather suppose not my Lord,”—upon which his Lordship observed—“ If they are, we shall follow them to Carlscrona in the boat by God.”—A distance of at least 50 leagues. At midnight, however, they joined the fleet, and his lordship went on board the Elephant.

the Russians and Swedes.* The fleet passed through the intricate and narrow channel, called the Grounds, between the islands of Arnag and Saltholm; but not without some danger, several of the largest ships often touched the ground. The admiral having received intelligence that a squadron of Swedish Ships of war had put to sea, for the purpose of forming a junction with the Russian fleet at Revel, shaped his course towards the northern extremity of the island of Bronholm; but the Swedish commander hearing that the British fleet was in pursuit of him, crowded all his sail, and retired behind the forts in the harbour of Carlsrona.

A.D.
1801

On the 19th of April, Sir Hyde Parker arrived off the above port, where he plainly perceived the Swedish squadron, consisting of several sail of the line, and six large frigates moored under the protection of their batteries in line of battle.

The admiral immediately dispatched the Dart sloop of war with a flag of truce, and the following letter to the commander in chief.

*“ On board the London,
April 18th, 1801.*

“ The Danish court having been induced to conclude an armistice, by which the unfortunate disputes between the courts of Denmark and St. James's have been accommodated, and as I am directed to require an explicit declaration from the court of Sweden, relative to its intention to adhere to, or to abandon the hostile measures which it has taken in conjunction with Russia, against the rights and interest of Great Britain; I have the honour to transmit your excellency this letter, that I may receive in answer a declaration of the resolution of the court of Sweden with respect to this important object, and shall conduct my future operations according to this answer, which I expect to receive within 48 hours.

I have the honour to be, &c.

(Signed)

“ HYDE PARKER,
“ Commander in Chief of
the British fleet in the
Baltic.”

* Appendix, Chap. II. No. 417.

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Vice Admiral Cronstadt replied,

“ That being only a military officer, he could not undertake to answer a question which did not come within the particular circle of his duty ; but that his Swedish Majesty had declared he should soon be at Carlscrona, and that he would then notify to the Admiral his resolution.”

His Swedish Majesty arrived, and caused the following official answer to be transmitted to Admiral Parker.

Admiral,

“ The King my master, has commanded me to communicate to you the following official answer to the letter which I had the honour to receive from you on the 18th instant.

“ Convinced that your excellency is perfectly sensible of the importance and sacred nature of promises when once made ; His Majesty conceives that the following explicit declaration cannot be unexpected by your excellency, viz. That his Swedish Majesty will not for a moment fail to fulfil with fidelity and sincerity the engagements he has entered into with his allies ; and that without any reference, of the particular intervention of another power, under whatever name it may be, and the effects of which can never be extended to the common interests of the hitherto neutral powers.

“ This is the firm and unalterable resolution of his Majesty. Equally induced by inclination and duty to consider the affair of his faithful allies as his own, his Swedish Majesty, however, will not refuse to listen to equitable proposals for accommodating the present disputes, made by deputies furnished with proper authority by the King of Great Britain to the united northern powers.

(Signed)

*Carlscrona,
April 22d, 1801.*

“ C. O. CRONSTADT.

“ Adjutant General to his Swedish Majesty for the fleet, and Commander in Chief at Carlscrona.”

On the 23d, a lugger joined the fleet with dispatches from the Russian ambassador at Copenhagen to the admiral, containing overtures of a pacific nature from the court of Russia, of which the following is a copy.

“ *Russian*

“ *Russian Imperial Declaration, to Admiral Sir Hyde Parker, the Admiral of the British Fleet in the Baltic.* A.D. 1801

“ By the decease of his Majesty, the Emperor Paul I.* of glorious memory, the sceptre of the Russian Empire has descended by the right of birth into the hands of his Imperial Majesty Alexander I. One of the first events under the government of this monarch has been, that he has accepted the offer which the British court had made to his illustrious predecessor, to terminate the disputes, which threatens the speedy breaking out of a war in the north of Europe, by an amicable convention. Faithful to his engagements which he has entered into with the courts of Stockholm, Berlin, and Copenhagen, his Imperial Majesty has signified to them his resolution not to act, but in conjunction with his allies in whatever may concern the interest of the neutral powers. His Imperial Majesty could not have expected that the British court would have undertaken an hostile attack upon Denmark, at the very time when its envoy at Berlin was authorized anew to enter into conferences with the Russian minister residing there.

“ The measures taken by his Imperial Majesty were only in consequence of his wish for peace, and the welfare of mankind, and to avoid a destructive misunderstanding between the contending powers. The hostilities commenced against Denmark, and the arrival of a hostile fleet would have frustrated the wish of his Imperial Majesty to maintain peace, had not this attack upon his alliance been made before his proposals were made known to the court of London; but as the British fleet had sailed for the Sound, before his Majesty ascended the throne, he shall wait the measures of the British court, when it shall be informed of that event.

“ The undersigned general of cavalry and minister of state for foreign affairs, desires therefore in the name of his illustrious Sovereign, that the admiral in chief of the fleet of his Britannic Majesty shall desist from all further hostilities against the flags of the three united powers, till his excellency shall have received further directions from his sovereign; otherwise the admiral must be personally responsible for the consequences that may ensue from the prosecution of the war.

* Died on the 12th of March (O. S.) which answers to the 23d.

“ Though

A.D. 1801 “ Though prepared to repel force with force, his Imperial Majesty persists in his pacific sentiments; but the justice and moderation of the cabinet of London must enable him to reconcile the demands of humanity with the duties which he owes to the honour of his crown, and the interest of his allies.

“ (Signed)

“ VAN DER PAHLER.

Upon the receipt of this pacific declaration, Sir Hyde Parker suspended hostilities, and returned with the fleet to Kioge Bay.

Soon after he received the following letter from the Swedish admiral at Carlsrona.

Vice Admiral Cronstadt to Admiral Parker,

Carlsrona, April 26th, 1801.

“ Having by order of my King, answered the question you proposed to me on the 18th instant, in the open and artless manner becoming a Swede, who speaks in a just cause, I likewise hope and expect, that your excellency will not hesitate to give an explicit answer to the question which I have also the honour herewith to propose on the part of my King. The fleet of his Britannic Majesty under your command, having quitted the neighbourhood of Carlsrona, after the receipt of my letter abovementioned, and according to a report from his Majesty's governor general in Scandinavia, soon afterwards passed Salstrebo Ref, probably with an intention of returning through Drogden, your excellency will permit me to request an answer to the following questions:—‘ Whether the King, by this step, is to expect a more moderate line of conduct towards the unarmed merchant ships of his own subjects, and those of his allies? 2. Whether the communication between different ports of his realms, as well as between the Baltic and the western coast of Sweden are to be considered as blockaded or not? The King my master is of opinion, that the arrival of some ships from Pomerania for Carlsrona, without being stopped by the ships of the English fleet cruizing in those seas

seas, furnish an opportunity for asking these questions. He has therefore, commanded me, to request of your excellency a positive answer to those points, by which my further conduct will be regulated. A.D. 1801

(Signed)

“ C. O. CRONSTADT,

“ Adjutant General to the King, acting for the fleet, and appointed Commander in Chief at Carlscrona.”

Answer from Admiral Parker.

“ I have had the honour of receiving the letter which you, Admiral, have written to me, in the King's name on the 26th instant. The answer I have to return, is, that having received, through the Russian envoy at Copenhagen, a letter from Count Van der Pahlen, his Imperial Majesty's minister, which so clearly evinces the favourable sentiments of his Imperial Majesty towards Great Britain on his own part as well as with respect to his allies; I do not hesitate a moment to comply with the Emperor's wish for an armistice, until the present difference between Great Britain and the northern powers shall be settled; and in order to shew my readiness to contribute thereto, I have given orders immediately no longer to obstruct the navigation of Russian, Swedish, and Danish subjects in the Cattegat and the Baltic. I request the admiral to assure his King, that with respect to Sweden, it gives me the greater satisfaction, that hostilities have not yet commenced between us; and under the present favourable circumstances, considering myself assured, that the former harmony and friendship so useful to both powers, will speedily be restored; I have the honour to be, with particular esteem, your Excellency's most obedient servant,

(Signed)

H. PARKER.

“ Admiral and Commander in Chief of his Britannic Majesty's fleet in the Baltic, &c.”

Early in the month of May, Sir Hyde Parker resigned the command of the fleet to Lord Nelson, and returned to England in the *Blanche* Frigate.

On

A.D. 1801 On the 8th of the same month his lordship sent a flag of truce to Carlscrona, with the adjoining letter to Vice Admiral Cronstadt.

“ Sir,

“ The former commander in chief of the British fleet in the Baltic, having at the request of the Emperor of Russia, consented not to interrupt the Swedish navigation, it would be extremely unpleasant to me, should any thing happen, which might for a moment disturb the returning harmony and friendship between Sweden and Great Britain.

“ Your Excellency must therefore permit me to inform you, that I am not directed to abstain from hostilities should I meet the Swedish fleet at sea. As it is therefore in your power to prevent this, I am convinced you will consider this intimation as a friendly measure on my part, and communicate the same to his Swedish Majesty.

“ I entreat your Excellency to believe that I am, with the utmost respect, your most obedient servant.

(Signed)

“ NELSON and BRONTE,

“ On board the St. George, in
the Baltic, May 8th, 1801.

To which Vice Admiral CRONSTADT replied:

Carlscrona, May 10, 1801.

Admiral,

“ I have had the honour to receive the letter of your Excellency of the 8th instant, and have transmitted to the King my master, who is gone from hence to Stockholm. When I shall receive his answer, I will do myself the honour to forward it to you immediately.

(Signed)

“ C. O. CRONSTADT.”

“ Admiral and Commander in Chief
of the fleet at Carlscrona.”

His lordship detached Captain George Murray in the Edgar, with seven sail of the line and a frigate, to cruize
off

off Carlscrona; a squadron of frigates was also left off A.D. Bornholm, and proceeded himself with the main body of 1801 the fleet to Revel. On the 14th the vice admiral anchored off that place.*

On the 17th Lord Nelson sailed from Revel, and not having received any decisive answer to his letter of the 9th from Admiral Cronstadt, he sent a flag of truce to Carlscrona with the following:

“ St. George, at Sea, May 23, 1801.

“ Sir,

“ In the correspondence which your Excellency had with the late commander in chief of the British fleet in the Baltic, who notified to you that the Swedish fleet in the Cattegat and the Baltic should not be molested by the British cruizers, I find no counter-declaration to the same tenor on the part of Sweden.

“ I must therefore request of your Excellency an explicit declaration, that the trade of Great Britain in the Cattegat and the Baltic, shall in no manner be molested by Sweden: your Excellency will perceive the necessity of such a reciprocal declaration. I am with the utmost respect your Excellency's most obedient servant,

“ NELSON and BRONTE.”

Admiral CRONSTADT's Reply.

“ Carlscrona, May 24, 1801.

“ Admiral,

“ I have to day had the honour to receive your Excellency's letter of the 23d instant: as my instructions do not permit me to issue any orders relative to the conduct to be pursued with respect to the trade of Great Britain, I shall transmit the letter of your Excellency to the King my master; and when I receive the commands of his

* With Captain MURRAY.

Edgar, Ruffel, Saturn, Agamemnon, Ardent, Raifonable, Glatton, and Shannon Frigate.

With Lord NELSON.

St. George, London, Defence, Ramillies, Ganges, Defiance, Warrior, Elephant, Bellona, Veteran, Polyphemus; Amazon frigate; Kite and Cruizer sloops of war.

Majesty

A.D. 1801 Majesty on the subject, shall immediately have the honour to communicate to you an official answer.

“ I remain with the utmost esteem,
“ CRONSTADT.”

On the same day Admiral Cronstadt received the royal ordinance from Stockholm relative to the English trade, and instantly dispatched a cutter with a flag of truce, to inform Lord Nelson with the purport of it.

“ *Carlskröna, May 24.*

“ Admiral,

“ I have this moment received the order of the King, my master, for taking off the embargo* on the trade and navigation to England, a copy of which I herewith transmit to your Excellency. I have lost no time in making this communication to your Excellency, as your Excellency, in your letter of yesterday, requested it from me, and as I am now enabled, according to my promise, to return you an official answer.

“ I am, &c.
“ CRONSTADT.”

To this Lord NELSON replied—

“ *St. George, near Rodstock,
May 26.*

“ Sir,

“ I have this moment the honour to receive your Excellency's letter of the 24th of May, with a copy of the proclamation of his Swedish Majesty relative to the British merchant ships, for which I am much obliged to you. As his Excellency Lord St. Helens must by this time have arrived at St. Petersburg, I hope the ancient friendship between our respective countries, so beneficial to the true interests of both, will in a few days again be restored, and that I shall soon have another opportunity to assure your Excellency with what respect I am

“ Your most obedient servant,
“ NELSON and BRONTE.”

* The embargo was taken off by Russia and Sweden on the 19th of May.

On the 8th of June, Vice Admiral Pole sailed from Yarmouth in the *Æolus* frigate, to take the command of the Baltic fleet; he arrived in Kioge Bay on the 17th. Lord Nelson immediately resigned the command, and returned to England in the *Kite* brig, for the re-establishment of his health. Previous to his Lordship's quitting the fleet, he issued the following memorandum:

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“ St. George, Kioge Bay, June 18, 1801.

MEMORANDUM.

“ Lord Nelson has been obliged, from the very bad state of his health, to apply to the Lords Commissioners of the Admiralty for leave to return to England, which their Lordships have been pleased to comply with. But Lord Nelson cannot allow himself to leave the fleet without expressing to the admirals, captains, officers, and men, how sensibly he has felt, and does feel, all their kindness to him; and also how nobly and honourably they have supported him in the hour of battle, and the readiness they have shewn to maintain the honour of their King and Country on many occasions which have offered; and had more opportunities presented themselves, Lord Nelson is perfectly persuaded they would have added more glory to their country. Lord Nelson cannot but observe with the highest satisfaction which can fill the breast of an English admiral, that (with the exception of the glaring misconduct of the officers of the *Tygres* and *Cracker* gun brigs, and the charges alledged against the lieutenant of the *Terror* bomb) out of 18,000 of which the fleet is composed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this fleet under the blessings of Almighty God, is to be attributed to the great regularity, exact discipline, and cheerful obedience of every individual of the fleet. The vice admiral assures them, that he will not fail to represent to the Lords Commissioners of the Admiralty their high praise worthy conduct; and if it please God that the vice admiral recovers his health, will feel proud on some future day to go with them in pursuit of further glory, and to assist in making the name of our king beloved and respected by all the world.

“ (Signed) NELSON and BRONTE.

“ To the respective Admirals,
Captains, &c.”

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1801

Vice Admiral Pole continued in the Baltic until the latter end of July, when there being no longer any service for so powerful a fleet in that quarter, he returned to join the Channel fleet.

MEDITERRANEAN.*

On the 4th of January, the merchants of Trieste presented Captain William Ricketts, of his Majesty's brig *El Corso* with a handsome diamond ring, accompanied by the following letter, as an acknowledgement of his services in the Adriatic.

" Trieste, January 4th, 1801.

" Sir,

" The honourable nature of your proceedings in the Adriatic, the protection you have afforded our commerce against the Corsairs of France, and the assistance which, on all occasions, you have rendered to the friends of his Britannic Majesty exact on our part, at the commencement of the year the warmest expressions of gratitude; and in wishing you a happy beginning of it, in the name of this body of merchants, we wish to mark our acknowledgements, and, in order to preserve us in your memory, have presumed to accompany this with a small token of our respect. Wishing you all manner of felicity, we remain, the deputation of the mercantile body.

(Signed)

*" J. MANZEWANY,
LUZOVICK GOVANUCHI,
J. REYES FRAN. POTTE,
J. CATRARO,
SORREI REDE.*

*" To Captain William Rickets,
commander of his Britannic
Majesty's brig El Corso."*

* Appendix, Chap. II. No. 418.

Captain

*Captain William Ricketts Answer to the Deputation of the
Mercantile Corporation of Trieste.*

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1801

“ El Corso, Trieste, Jan. 5th, 1801.

“ Gentlemen,

“ After five months incessant cruizing on the shores of the Adriatic, it is with singular satisfaction that at the commencement of the new year, I have received your elegant and flattering mark of approbation; and it is with peculiar earnestness, I wish you to believe, that if any thing on earth could augment my zeal in the cause we are labouring for, it would be so honourable a testimony of successful service from such respectable characters as those who compose the trading community of Trieste :

“ I am,

Gentlemen, with great respect,

Your most obedient humble servant,

(Signed)

“ WILLIAM RICKETTS.”

On the 29th of January, the French squadron under M. Gantheaume, fell in with and captured the Incendiary fire ship, Captain Dunn. On the 10th of February, he took the Sprightly cutter, and on the 13th, the Success frigate of 32 guns, Captain Peard.

On the 19th of February, Captain Robert Barlow in the Phoebe, about four o'clock in the afternoon, being about two leagues to the eastward of Gibraltar, discovered an enemy's ship under Ceuta, steering with a croud of sail to the eastward. At half past seven on the same evening, Captain Barlow had the good fortune to bring her to close action, which continued within pistol shot with unremitting fury about two hours; the enemy resolutely opposing the animated and skillful exertions of Captain Barlow, his brave officers and men, until his ship was almost a wreck, five feet water in her hold, several of her guns dismounted, and her decks encumbered with the dead; when she struck, and proved to be L'Africane, French frigate of 44 guns, viz. 26 eighteen pounders on her main deck, and 18 nine pounders on her quarter deck and forecastle; she had on board, at the commencement of the action, 715 men, 400 of whom were troops and artificers, under the command of General

A.D. 1801 Desfourneaux. She had sailed from Rochfort on the 13th, in company with another frigate, from which she parted the following day in a gale of wind, they were under the orders of the Chief of Division Saunier, whose broad pendant was flying, and who (with many principal officers, both of the troops and of the marines) was slain in the action. L'Africane was commanded by Captain Magendie, who was among the wounded.

The tremendous and well directed fire from the Phœbe, was productive of dreadful slaughter on board the French frigate, whose decks were crowded with men; 200 were slain, and 143 wounded.

The loss on board the Phœbe is comparatively small after so long and bloody a contest, only one seaman being killed; Mr. Holland the first lieutenant, Mr. Griffiths the master, and ten seamen wounded.

L'Africane had on board six brass field pieces, several thousand stand of arms, ammunition, and implements of agriculture; it was therefore believed her destination was Egypt. She was purchased by government and added to the royal navy.*

The following is a list of the killed and wounded on board the L'Africane French frigate, delivered to Captain Barlow by her commander.

Liste des Officiers tués et blessés aboard la frigate L'Africane, de 26 canons en batterie de 18, et 18 de 9 sur les Gai-lards.

“ Les tués.—Monsieur Saunier, commandant la division; M. Duguct, chef de brigade des troupes passagers; M. Lacroix, capitaine des canoniers des troupes; M. Martin, capitaine des grenadiers des troupes; M. Sanse-
renxe, aspiran de marine; M. Cornet, aspiran de marine; M. Marche, aspiran de marine; M. Beurhemot, aspiran de marine; C. Capitaine d'armées des troupes de marine; C. maitre canonier; un maitre charpentier; C. maitre canonier; Six ———; douze canonier de marine; 24 canoniers des troupes des terre; 3 chirurgiens qui ont été tués dans l'entrepot en pansant les blessés; 144, matelots,

* On Captain Barlow's return to England, he was knighted; and Mr. Holland promoted to the rank of master and commander.

soldats de marine, soldats passagers, et passagers de gens de metier. Totale, 200 tués et même je crois d'avantage a verifier a l'arivée a terre. A.D. 1801

Noms de blessés.—Le général de division, Desfeurneaux charge de l'expédition des troupes ; M. Ducamet, chef de bataillon, le bras emporté ; M. Desfourneaux, chef d'escadre, frere du général ; M. Poubalies, aid-du-camp du général ; M. Herteau, capitaine et adjutant major du bataillon, blessé en trois endroits ; M. Magendie, capitaine de la frigate L'Africane, blessé en deux endroits ; M. Duboure, premiere lieut. de la frigate ; M. Dornaldegin, lieut. et major des Jagneaux ; M. Samson, lieut. de la frigate ; M. Bogue, lieut. de la frigate ; M. Brideaul. lieut. de la frigate ; M. Betvale, aspiran de la marine ; M. Dossier, aspiran de la marine ; M. Uret, premier lieut. des grenadiers ; M. Artos, seconde lieut. des grenadiers ; M. Silla, lieut. des troupes ; M. Lesaque, maitre de bataillon ; le maitre pilot, le bras cassé ; de seconde maitre Voiler, blessé à mort ; 10 canoniers de marine ; 26 canoniers des troupes de terre ; 86 matelots, soldats des troupes, ou ouvriers passagers, et la plus grande partie blessés à mort. Totale 143 blessés, et peut-etre plus a verifier.

(Signed) "MAJENDIE."

On the 4th of March, the Squadron* under the command of Sir John Borlase Warren, sailed from Mahon in quest of Gantheaume ; who he understood was on the point of sailing from Toulon.

On the 25th, the rear admiral was joined by the Salamine, whose commander informed him, that the French fleet had left Toulon on the 19th, and from the course they steered he had reason to think, their destination to be Egypt. Sir John Warren immediately shaped that course, which he judged most likely to overtake them ; and was so far fortunate as to discover the enemy the next morning about ten leagues to the east of Sardinia. Chace was instantly given, but the unsteadiness of the wind attended with frequent calms, gave the enemy an opportunity to elude the vigilance of the British Admiral.

* Appendix, Chap. II. No. 419.

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There being no doubt but that Gantheaume's object was to throw succours into Egypt, the admiral lost no time in proceeding off that coast; and on the 20th of April he joined Lord Keith off Alexandria.

On the 5th of May, the Speedy brig, of 14 guns, and 54 men, commanded by Captain Lord Cochrane, being off Barcelona, fell in with, and after a mutual chace, engaged a Spanish xebeck frigate, the great disparity in force made Lord Cochrane resolve to decide the contest by boarding; which, in a most intrepid and resolute manner he performed himself, at the head of his whole crew. Such was the impetuosity of the attack, that the Spaniards flew from their quarters and struck their colours. She proved to be the Gamo, of 32 guns, 22 long twelve pounders, 8 nines, and two heavy carronades, manned with 319 men, commanded by Don Francisco de Torris, who, with 14 of his men, were killed, and 41 wounded.

In this unequal and truly meritorious conflict, which may be classed amongst the most brilliant of the single actions fought this war: the Speedy had three killed, and eight wounded; among the latter, Lieutenant Parker, both by musketry and the sword.*

Captain Thomas Rogers, of his Majesty's ship Mercury, being on a cruize in the Adriatic, having received intelligence that his Majesty's late sloop Bull Dog, was laying in the Mole at Ancona ready for sea, with supplies on board for the French army in Egypt, immediately proceeded off that port, in order to attempt to take or destroy her.

On the evening of the 26th of May, he anchored after it was dark, off the Mole, the fortifications about which were too strong for him to adopt any other mode of attack than by that with his boats; and as the enemy were not aware of his being in the Adriatic, he had hopes, by this means, to carry her by surprize. At half past ten at night the boats put off from the ship, under the command of Mr. Mather, the first lieutenant; the boats rowed in, boarded and carried the Bull Dog about midnight, unperceived by the centinels.

* In June the Speedy unfortunately fell in with the French squadron under M. Linois, when Lord Cochrane and his gallant crew were chased and captured,

The alarm was, however, immediately given along the Mole, to which the ship's stern was secured by the two ends of a bower cable, and three cables out a-head; these were soon cut by the people appointed for that purpose, and the boats began to tow her off, exposed to a heavy fire of cannon and musketry from the Mole; a light favourable breeze enabled them to set the sails, and in less than an hour the ship got without reach of the batteries, and was completely in their possession; but unfortunately it fell calm, and the current setting her along the coast near the shore, a croud of boats (some of which were gun boats,) filled with men, came out to attack her: Mr. Mather now found his situation extremely critical, having the hatchways to guard to prevent the enemy rising from below, the boat's crews fatigued with rowing all night, and the gun-boats fast approaching and raking the ship, he had therefore the mortification of feeling himself obliged to relinquish his prize, after being in possession of her above three hours, and having failed in several attempts before he retreated, to set her on fire.

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The moment Captain Rogers perceived the Bull Dog out of the Mole, he got under weigh with the Mercury, in order to support her; but the calm rendered his exertions unavailing, as the current had driven the Bull Dog to a considerable distance, and the enemy towed her back to the Mole.

In this unsuccessful, though most gallant enterprize, only two men were killed, and four wounded; on the side of the enemy, above twenty were killed, wounded, and drowned.

On the 9th of June, Captain Pulling, in the Kangaroo sloop of war, in conjunction with the Speedy, Capt. Lord Cochrane, in a most gallant and intrepid manner attacked a Spanish convoy of twelve vessels, which had anchored under the protection of a strong battery, in the bay of Oropezo, mounted with twelve guns, a xebec of 20 guns, and three gun-boats. Both the brigs anchored within half gun shot of the enemy, and commenced a spirited fire, which was returned with great briskness until two o'clock in the afternoon, when it considerably decreased, but again recommenced, encouraged by a felucca of 12 guns, and two gun-boats, that came to their assistance: by half past three the xebec and one of the gun-boats sunk, and shortly after

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another gun-boat shared the same fate. The battery, with the remaining gun-boats, assisted by three in the Offing, continued to annoy the brigs on both sides, till about half past six, when the fire of the whole slackened. The Kangaroo instantly cut her cables, and ran nearer to the tower, upon which the gun-boats in the Offing fled, and by seven the battery was silenced. A heavy fire of musketry continued to annoy them in different directions till midnight, during which time the boats of the brigs were employed cutting out such vessels as were afloat, these were only three brigs laden with wine, rice, and bread, which were brought off, the remainder were either sunk or driven on shore.

In performing this gallant exploit, only Mr. Thomas Taylor, midshipman of the Kangaroo, was killed; Lieutenants Foulerton and Thompson, with eight men, wounded.

The Speedy, although she had an equal share in the attack, had not a man hurt.

The preceding day Lord Cochrane landed, and blew up the tower of Alymanara, mounted with 2 brass 4 pounders.

At a court-martial assembled on board his Majesty's ship off Alexandria, on Tuesday the 17th day of June, 1801—present, Sir R. Bickerton, Bart. rear admiral of the white, and senior officer in the command of his Majesty's ships and vessels before Alexandria, president.

Capt. Hon. A. Cochrane,
— George Martin
— John Elphinstone
— Hon. H. Blackwood,
— Robert Campbell,

Capt. G. Louis,
— Sir W. S. Smith,
— William Hope,
— John Clarke Searle,
— John Larmour.

The Court, pursuant to an order from the Right Hon. Lord Keith, K. B. Admiral of the Blue, and commander in chief of his Majesty's ships and vessels in the Mediterranean, dated the 7th day of June, 1801, and addressed to Sir Richard Bickerton, Bart. Rear Admiral of the White, &c. proceeded to enquire into the circumstances of the mutiny on board his Majesty's late ketch the Albanaise, on the night of the 23d of November, 1800, when she was carried into the port of Malaga, and to try Captain Newcombe and his officers for their conduct on that occasion: and the Court having heard the evidence of the officers called on, (except that of Lieutenant William Proffer Kent, late of the Albanaise,) and having maturely and deliberately weighed

weighed and considered the whole, are of opinion, that the capture of his Majesty's late ketch the Albanaise, was occasioned by a mutiny of the major part of the crew of the said vessel (many of whom were foreigners) who rose upon the officers on the evening of the 23d of November last, and having obtained possession of the vessel, carried her into a Spanish port: that the conduct of Captain Newcombe on first discovering the intention of the mutineers, was highly spirited and officer like, having resisted until wounded and overpowered; that Mr. Lewyn, the gunner, was active in obeying his captain's orders, until he was badly wounded; that the other officers being surprised and prevented from coming upon deck, were incapable of resistance; the Court doth therefore honourably acquit Captain Newcombe of all blame on account of the loss of the said sloop; doth highly approve of the conduct of Mr. Lewyn, the gunner; and doth acquit the other officers, and they are hereby so sentenced accordingly: and the Court having reason to believe that Mr. John Tyrroll, master's mate of the Albanaise, although absent in a prize at the time of the mutiny, was privy to the intention, and did not reveal it; and that Alexander M'Kieven and Thomas Parsons were seen armed, doth recommend a future enquiry into their conduct: and Lieutenant William Prosser Kent having, in the course of the trial, refused to give his evidence upon oath, from mistaken religious motives, the court is of opinion that he is unfit to hold a commission in his Majesty's service.*

“(Signed)

J. D. BOYES.

“ Officiating Judge Advocate.”

On the 19th of June, Captain Benjamin Hallowell, in his Majesty's ship Swiftsure, of 74 guns, received intelligence from Lieutenant Sheppard, of the Pigmy cutter, that four French ships of the line and a frigate had anchored on the coast near Duraffo, with an intention to throw a reinforcement into Alexandria; and that on the appearance of some ships in the Offing, they had cut their cables and put to sea on the 7th.

* In September, Jackson, one of the principal mutineers, and who was appointed to command the Albanaise, was apprehended in London, sent to Sheerness, tried by a court-martial, condemned to death, and executed.

Captain

A. D. 1801 Captain Hallowell, had under his convoy, at this time, three cartels with French prisoners on board, three light transports, and a ship with army invalids, which he had been directed by Lord Keith to escort to Malta; but considering, from the information he had received, that it would be of much more importance for him to join the Squadron under Sir John Warren, especially as his orders from Lord Keith respecting his convoy were discretionary; he therefore directed them to proceed to their place of destination, and made sail himself to reinforce the admiral at Malta.

At half past three in the morning of the 24th, three large ships were seen to leeward; as the day broke, five were discovered close together, and that they consisted of four sail of the line and a large frigate. Captain Hallowell, convinced that this was the enemy's squadron of which he had had information, made sail from them. The enemy instantly chased, and from their great superiority of sailing, two of the line of battle ships and a frigate were nearly within gun shot by two in the afternoon. Captain Hallowell observing that the ships a-stern were coming fast up, determined to bear down and engage the two ships and frigate to leeward, hoping to disable one of them before the whole squadron could be brought into action, and thereby effect his escape by getting to leeward of them. For this purpose, at three o'clock he bore up with all sail set, steering to pass a-stern of the sternmost ship, when the enemy tacked and stood towards the Swiftsure. At half past three, the Indivisible, of 80 guns, (bearing the flag of Rear Admiral Gantheaume) and the Dix Aout, of 74, being in close order, and within half gun shot, opened their fire, which was instantly returned, and a spirited action ensued.

The superior rate of sailing of the enemy precluded all possible hopes of Captain Hallowell's making his escape, as by it they completely baffled every effort he could make to get to leeward for that purpose.

The action was maintained with great bravery till 37 minutes past four, when the Jean Bart, and Constitution, of 74 guns, being within gun shot on the Swiftsure's starboard quarter, and closing very fast, the Indivisible almost on board of her on the larboard bow, and the Dix Aout as near on the larboard quarter, the ship almost a complete wreck, without the most distant prospect of either escaping,
or

or receiving succour, Captain Hallowell finding any further resistance would only be sacrificing the lives of his brave men, came to the painful resolution of ordering the King's colours to be struck. A. D.
1801

In this unequal contest, the Swiftsure had only two men killed; Lieutenant Davis, and seven wounded. She was at the commencement of the action, 86 men short of complement, and 59 unfit for duty.

Captain Hallowell, in his public letter, speaks of the handsome manner in which himself and officers were treated by Admiral Gantheaume, and the officers of his squadron.

The loss sustained by the enemy will be seen by their own account, as here stated.

French Account of the Capture of the SWIFTSURE.

Paris, July 23.

“ On the 5th Messidor, (June 24th) Admiral Gantheaume being in the passage between Candia and Egypt, discovered at break of day a ship of war, and made signal for a general chase. The sailing of the fleet was much superior to that of this vessel. At five o'clock in the evening, she was descried to be an English ship of 74 guns. Despairing of making her escape, she attempted to go before the wind, and chose the moment when, by the dispositions made for the chase, the ships of the French squadron were much separated from each other. Setting all her sails, she ran before the wind, attempting to make her escape by maintaining a running fight athwart the French squadron; but the Indivisible and Le Dix Aout got a-head of her, and began the engagement at the distance of 600 toises, then within musket shot; and after an action, maintained with great spirit for an hour, the English ship was obliged to surrender. She proves to be the Swiftsure, one of the finest vessels in Lord Keith's squadron. The Indivisible and the Dix Aout have experienced very considerable damage; the Indivisible has lost only four men in killed and wounded; the Dix Aout has six men killed and twenty-three wounded. Admiral Gantheaume drew detachments of sailors from different ships in his squadron, of whom he formed a crew for the Swiftsure, which he has succeeded in putting in a situation fit for sea.”

On

A.D. 1801 On the 23d of June, the boats of the Mercury and El Corso, under the command of Lieutenant Mather, boarded, and in a most gallant manner brought off, a pirate called the Tigre, of eight guns and 60 men, which had taken shelter among the rocks in the Tarnite islands, in the Adriatic, and had committed great depredations on the trade in these seas. The crew got on shore and posted themselves, armed with a four pounder and musketry, on a commanding hill, from whence they were soon dislodged by Lieutenant Wilson, and his party of marines, who made several prisoners, and maintained his position, whilst the seamen hove the vessel off the rocks. This service was performed without the loss of a man.

The squadron* under the command of Rear Admiral Sir James Saumarez, continued to cruize off Cadiz until the 5th of July, on which day the admiral having received intelligence that three French line of battle ships and a frigate had been seen from Gibraltar, and had anchored off Algeziras, instantly made sail and steered for the Straits. It being the admiral's intention, if practicable, to attack the enemy's ships at anchor, he, for this purpose, issued the following memorandum:

“ Caesar, 5th July, 1801.

MEMORANDUM.

“ If the Rear Admiral finds the enemy's ships in a situation to be attacked, the following is to be the order in which it is to be executed.

Venerable	{	To lead into the Bay, and pass the enemy's ships without coming to anchor.
Pompée		to anchor a-breast of the inner ship.
Audacious	{	To anchor a-breast of the enemy's ships and batteries.
Cæsar		
Spencer		
Hannibal		

“ The boats of the different ships to be lowered down and armed, in readiness to act where required.

“ (Signed) JAMES SAUMAREZ.”

On the morning of the 6th the squadron opened Cabaretta Point, and discovered the enemy's ships, which ap-

* Appendix, Chap. II. No. 420.

peared to be warping close under the batteries. At half A.D. 1801
past eight, the French ships opened their fire on the Vene-
rable, which was led in, in a most gallant manner by Cap-
tain Hood; but the wind failing, obliged him to anchor.
The Pompee soon after brought up in her allotted station,
and commenced a most tremendous fire on the French Ad-
miral, in which she was soon supported by the Cæsar and
Audacious. The action now became general, and a most
furious cannonade was kept up both from the ships and the
batteries.

The Spencer and Hannibal unfortunately being becalmed,
anchored on the outside of the ships engaged; but a breeze
springing up, the Hannibal got under sail, and Captain
Ferris had formed the resolution of passing between the
enemy's ships and the batteries; but unfortunately before
he could succeed in this bold design, the ship took the
ground close under one of the batteries; every possible
effort was made to cover and get the Hannibal off; but she
struck with such force that it was found impracticable.
Captain Ferris made a most gallant and brave resistance
against the incessant fire of not only the enemies batteries,
but ships and gun boats: at length finding it impossible to
save the king's ship, and for the preservation of the lives of
the remainder of his brave crew, he was reduced to the ne-
cessity of ordering the colours to be struck.

The enemy's ships during the action continued to
warp near the shore, by which they had considerably en-
creased the distance. Sir James Saumarez resolved to use
every effort in his power, either to destroy or bring them
off, ordered the cables to be cut, with a view to stand close
in, but the uncertainty of the wind and a strong current
made all his endeavours ineffectual.

After a most severe conflict of five hours he was com-
pelled to draw his ships off and proceeded into Gibraltar
Bay.

The loss sustained was extremely heavy, 121 being
killed, 240 wounded, and 14 missing.*

That on the part of the enemy by their own account, was
306 killed, 184 wounded; the accuracy of this statement
admits a doubt, as the well directed and incessant fire from
the British Squadron must have made great slaughter both

* Appendix, Chap. II. No. 420.

A.D. 1801 in their batteries and on board the ships; five Spanish gun boats were sunk in the action, and two damaged. See Spanish account of the action.

The French had so bad an opinion of the Spaniards standing to the batteries, that General Deveau was landed with a strong detachment of troops to man the guns.

The Honourable Captain Dundas, of the *Polacre*, *Calpe*, with two gun vessels, and some boats from the transports, came out from Gibraltar to the assistance of the squadron, and by his spirited conduct was of much service.

The ships having arrived at their anchorage, Sir James Saumarez issued the following memorandum to the squadron, viz.

MEMORANDUM.

*“ Caesar, Rosia Bay, Gibraltar,
6th July, 1801.*

“ Rear Admiral Sir James Saumarez desires to express in the strongest terms, the high sense he entertains of the gallantry and valiant conduct of all the captains, officers, and men belonging to the squadron under his orders, in the attack made this day on the enemy's ships and batteries.

“ And although the result has not proved so successful as expectations had formed, he trusts the glory they have acquired on this occasion will ever be acknowledged by their country.

(Signed)

“ JAMES SAUMAREZ.”

“ To the respective Captains.”

On the morning of the 7th, Captain Brenton was sent with a flag of truce to Algeziras Bay, to endeavour to effect an exchange of Captain Ferris, the officers and men, who had unfortunately fallen into the hands of the enemy. After some little correspondence between Mr. Linois, the French Admiral, and Sir James Saumarez, this desirable end was so far attained, as to permit Captain Ferris, with all his officers and wounded men, to be sent away on their parole; by the same opportunity Captain Lord Cochrane, and the officers of his Majesty's brig *Speedy*, that had been taken by the French squadron, were liberated.

The

The following are the accounts given by the French and Spaniards of the above action. A.D. 1801

French account, from the Official Paper the Moniteur.

Paris, July, 11.

“ Rear Admiral Linois, with three ships of the line, namely, the Formidable, Captain Loinat, and Ungovernable, Captain Calonde, of 80 guns each; the Desaix of 74 guns, Captain Passiera; and the Messiton frigate of 18 guns, Captain Martining; after having given chase to some English vessels, which had been cruising off the coast of Provence, appeared before Gibraltar at the very moment when an English squadron of six ships of war arrived there. On the 4th of July, Rear Admiral Linois anchored in the Bay of Algeziras, where he expected to be attacked on the following morning. In the course of the night he landed the general of brigade Deveau, with a detachment of troops, to man the batteries in the road. On the 5th, at eight o'clock in the morning, the cannonade commenced against the six English ships, which lost no time in coming within musquet shot of the French vessels. The action then became very warm. The two squadrons seemed equally animated with a determination to conquer. If the French squadron had any advantage in point of situation, the English had double their force, and several of their vessels carried 90 guns each. Already had the English ship the Hannibal of 74 guns, contrived to place herself between the French squadron and the shore. It was now eleven o'clock A. M. and this proved the decisive moment. For two hours, the Formidable, the French admiral's ship, successfully opposed three English ships. One of the British squadron, which was singly engaged with a French vessel, struck her colours at three quarters past eleven. Immediately after, the Hannibal exposed to the fire of three French ships, which fired from two decks, also struck her colours. About half past twelve, the English squadron cut their cables, and sailed away. The Hannibal was boarded by the Formidable: of 600 men who composed her crew, 300 were killed. The first English ship that struck her colours, was retaken by a great number of gun boats and other vessels sent out from Gibraltar.

“ This

A.D. 1801 “ This action covers the French arms with glory, and shews what they are capable of accomplishing. Rear Admiral Linois proceeded to Cadiz with the Hannibal, in order to repair her damages. We wait with impatience the return of the loss sustained by each ship.

July 19th.

“ The news of the naval victory was announced yesterday evening at the different theatres, by the following bulletin from the minister of the interior, which was read to the audience.

“ Three French ships of the line and a frigate under the command of Rear Admiral Linois, were attacked on the 4th instant by six English sail of the line and a frigate. The English were completely beaten, and took refuge in Gibraltar, leaving in the possession of the French, the Hannibal of 74 guns; another ship of the line had struck, but was towed off by a great number of gun vessels, which had sailed from Gibraltar to her relief.

July 23d.

“ The squadron of Rear Admiral Sir James Saumarez, which has been defeated by Rear Admiral Linois, was composed of the *Cæsar* of 84 guns, the *Spencer* of 84, the *Pompee* 84, *L'Audacieux* of 74. The Hannibal has been taken; *La Pompee* had struck, and is rendered unfit for service; the *Venerable* has several large leaks. All the vessels have lost a part of their masts.

“ Independent of the Hannibal, which was taken in the battle of Algeziras, two other English ships are rendered unfit for service; they reached Gibraltar, not without the greatest difficulty, having received so much damage that they were no longer considered to be sea-worthy, and were accordingly declared to be useless; *La Pompee* is one of these two ships; it was this vessel, which, in the middle of the action, had struck her flag. The three other vessels have suffered considerably, and were much aided in reaching Gibraltar, by the support of a great number of gun boats.

“ The French Captain, Moncoufa, has been killed; he was one of the best officers in the French navy.

“ On the 19th Messidor (July 8,) the French ships were repaired

repaired. The Hannibal was manned with drafts from the other vessels. A.D.
1801

“ On the 20th (9th), Admiral Moreno, with five Spanish ships, and Rear Admiral Demanoir, with several French ships, arrived before Algeziras, to join the Squadron of Rear Admiral Linois, to tow away the Hannibal, and to proceed to Cadiz.

“ Rear Admiral Linois, in the course of his cruize, took a great many English merchant vessels and two brigs belonging to his Britannic Majesty.

“ Admiral Mazzaredo, commander at Cadiz, displayed much zeal and activity in dispatching Admiral Moreno, and in sending the French squadron at Algeziras every thing of which it stood in need.”

Spanish account of the Attack off Algeziras.

“ The division of three French line of battle ships and one frigate, under the command of Rear Admiral Citizen Linois, that sailed from the road of Toulon, the 25th of last June, destined for Cadiz, came in sight of this station and bay the 1st of July, and the Levant wind having failed them on entering the Straits, they cruized between the coast of Africa and that of Europe, in which cruize they captured the English brig of war the Speedy, of 16 guns, that was a Mahon packet, and was conducting to Gibraltar as a prize, the merchant brig the Union, loaded with oil and provisions. The continuation of the westerly winds obliged the said division to come into this port on the 4th instant, at seven in the evening. From that moment, recollecting the desperate attacks of the English at Alexandria and Copenhagen, we could not but expect that their squadron, which had been seen off Cadiz on the 3d instant, under the command of Rear Admiral Saumarez, would come and attack this division.

“ So it happened.—As soon as the English received intelligence where the French had anchored, they steered directly for the Straits, and on the 6th instant, at half past six in the morning, six English ships doubled the Point of Carnero, and coming round the island of Algeziras, advanced in a line within half cannon shot of the French ships. The batteries of St. Garcia and the island, opened their fire upon the English, and afterwards the frigate and republican

A. D. 1801 ships. As soon as the English line came opposite to the French ships at anchor, they opened upon them an animated, bold, and unremitting fire. The English Admiral having placed himself against the French, and the British ship the Hannibal being under sail, cannonaded furiously the French Admiral, who with superior spirit and success resisted them; insomuch that having carried away the admiral's mizen mast, and sails of the main and fore masts, with so small damage in his hull, the commander of the English ship Hannibal despising the fire from the battery St. Jago pushed on to his succour, and intending to place the French admiral between two fires, by running between him and the shore, had the imprudence, being unacquainted with his position, to place himself within a quarter of gun shot of the battery, and run aground.

“ He relieved his admiral, who after this went out of the action; but he lost his own ship and crew, as the fire from the battery and French admiral disabled him, and killed three parts of his ship's company.

“ Until the instant of this ship's surrender, which might be about an hour after the retreat of the English admiral, the fire was constant upon the two French ships and the frigate, as well as the seven Spanish gun boats, the batteries of the island St. Garcia, St. Jago, La Almiranta and El Mirador, which as opportunity offered returned their fire. The battle lasted from half past eight o'clock in the morning, when the fort of St. Garcia opened its fire till two in the afternoon, when the last shot was fired from the French ship the Indomptable.

“ The persevering, active, and tremendous fire of the enemy, and that of the two nations (the French and Spanish) were only distinguishable by the prudence, skill, and greatness of soul, with which the allied chiefs directed theirs, and the audacity, temerity, and confusion which were shewn in that of the English. The idea of this kind of fighting which we form from the account of the battles at Alexandria and Copenhagen, does not, in proportion to the numbers engaged, bear any comparison with that of Algeziras, either in point of bloodiness or obstinacy. The English, after having left the glory and the field of battle to the two nations, covered with shame, and taught by dear bought experience, have only given an unequivocal proof of
of

of their inveterate and impolitic hatred to France and Spain, since, not being able to obtain any advantage over the French and Spanish forces, they directed their fire against an inoffensive town, which received no small damage in its buildings. This is the only glory which the arms of Great Britain have to boast of.

N. B. The Pompee was towed out of the action by eight boats, who came to her succour from the garrison; she was kept a-float by casks, as otherwise she could not have been brought in.

DETAILED INTELLIGENCE.

Ships of the French Republic which sustained the Attack.

Formidable	84	Citizen Linois	} killed.
Dessaix	74	Monconfa	
L'Indomptable	84	La Londe	

Frigate

La Mairon 36 Martinenq.

Five Spanish gun boats sunk, and two damaged.

Killed in the French ships - 306
Wounded in ditto, from 270 to 280

Admiral Moreno's orders to his Fleet, on the 11th of July, 1801.

“ Orders of sailing to be observed by the ships in my charge, on their passage through the Straits of Gibraltar.

“ The three French ships under the command of Rear Admiral Linois, will form the vanguard with the line abreast. The six ships under my charge will follow a-stern of these, likewise formed in line a-breast, endeavouring as much as possible to keep opposite to the intervals of the French ships, so as not to impede their fire, according to the following disposition.

Indomptable. Formidable. Dessaix.

O O O

O O O O O O
Augustin. Argonauta. El Carlos. Ermenegildo. St. Antonio. St. Fernando.

“ In case the enemy should attempt to follow and attack the combined squadron in the rear, besides the continual fire

A. D. 1801 fire which we ought to make from the stern chacers, chiefly with a view to destroy the enemy's rigging; the squadron will form the line a-head, either with their heads to the Spanish coast, or to that of Africa, as will be determined by a signal from the admiral. And in order that this may be the more simple, in that case he will only shew the signal for the course, at the entire lowering of which the movements must uniformly be made. As the operation from their local situation, cannot naturally be of long duration, consequently, either by hailing (if near enough) or by a signal to preserve the course, the squadron will proceed to form again the line a-breast as formerly.

“ It is of the utmost importance that the fire from none of the ships should interfere, or be embarrassed with that of others in this squadron, nor to leave the three French ships in the rear.

“ As soon as the French ship gets under sail, all those in my charge, will do the same, following the attack of each other, always observing to keep at a short distance from the French till we weather the point of Carnero, in order that if the enemy should get under sail, and find themselves in a situation of offering battle to our squadron before it is formed in the Straits with the line a-breast, as above directed, we may engage them with advantage. Consequently, the least inattention or delay may produce the most unfortunate consequences. I think the captains of the ships which I have the honour of commanding are fully persuaded of this truth, and therefore I depend upon its efficacy; and I flatter myself, that they are convinced every thing will be performed on my part, which can be inspired by my wish, to add to the glory of his Majesty's arms, that of our corps in particular, and of the nation in general.

Line of Battle in the natural order.

2d Squadron.	{	St. Ferdinand.
	{	St. Antonio.
	{	Hermenegild.
1st Squadron.	{	Formidable—a French frigate.
	{	Royal Charles—frigate, the Sabina.
	{	Indomptable—cutter, Vautour.

3d Squa-

3d Squadron { Argonauta,
Deffaix,
St. Augustin.

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A very essential caution.

A red pendant under any other signal, signifies that the signal above is directed only to the French ships under the command of M. de Linois.

“ On board the Real Carlos, in the Bay of Algefiras, July 11, 1801.

“ JUAN JOAQUIN MORENO.”

Another Spanish Account of the Attack at Algefiras, from the Madrid Gazette Extraordinary.

“ MERIDA, July 10th.

“ The general commandant of the camp at St. Roque, in a dispatch of the 6th instant, transmitted by a courier extraordinary, communicates intelligence of an action which has been fought between six sail of the line, and other vessels of war belonging to the English, and the French squadron of three ships of the line and one frigate, lying at anchor in the harbour of Algefiras, and of the glorious result which has taken place for his Majesty's arms, and those of the Republic, his ally. About eight in the morning of that day (viz. the 6th) there were seen coming out of Gibraltar one ship of 84 guns, five of 74, a lugger of 16, and another of 10, a polacre of 10, two armed gun launches, and 14 boats. This force, under the command of a rear-admiral, stood in towards Algefiras for the purpose of attacking the French squadron then anchored in that port, and which, as has been already stated, consisted of three sail of the line and one frigate. The commanders of this squadron being aware of the enemy's intention, made their dispositions for defence, placing themselves as well as they were able, under the cover of our batteries, and waiting in this position for his approach. The action commenced at nine; it was very obstinate and bloody upon both sides, and likewise on the part of our batteries, which decided the fate of the day. The action was continued till two in the afternoon, at which hour the English drew off, with the loss of one ship of the line, taking in tow another which was disabled and damaged in the hull, and having sustained very

A. D. 1801 great loss and damage in the rest of their vessels. Their loss in men must have been considerable, as it is certain there was a great number killed and wounded on board of all the ships. The French also have been equal sufferers; the killed and wounded of their squadron being estimated at 800: that of our troops has been less; out of the whole, only the Royal regiment of Ronda has lost 11 men. The fire of our batteries was so hot and well supported, that the enemy suffered most from them; and particularly it is to that of St. Jago we owe the capture of the English ship, for her bold manœuvre of attempting to pass between the French rear admiral's ship the *Formidable*, and the shore, made her take ground, and notwithstanding the utmost exertion to put her afloat, it being found impossible to move her, the fire from the battery very soon dismasted her, and compelled her to strike. The French vessels and our batteries have likewise received a good deal of damage; but they are already in a course of repair, and the most active dispositions are making in order to cause the enemy to repent, should he have any intention of renewing the action with troops so animated and well conducted, as ours and the French have proved themselves in the engagement of the 6th."

The greatest exertions were made to get the squadron in readiness for sea; the *Cæsar* and *Pompée*, whose lower masts were much disabled, were warped into the Mole. The admiral having left the *Superb* and *Thames* off Cadiz to watch the motions of the Spanish fleet, were observed on the afternoon of the 8th, to be standing into Gibraltar Bay, with the signal flying of an enemy being in sight; and shortly after a Spanish squadron, consisting of five sail of the line and three frigates, made their appearance, stood in and anchored off Algeiras; on the next day they were joined by a French ship of the line, carrying a broad pendant.*

The *Cæsar* not being in a state to haul out of the Mole, Sir James Saumarez shifted his flag to the *Audacious*. The exertions of the officers and men were now redoubled in getting the ships ready to meet the enemy whenever they might put to sea. Such was the indefatigable zeal and ar-

* Appendix, Chap. II. No. 421.

dour displayed by these brave fellows on the occasion, that they worked the whole night, especially on board the *Cæsar*. On the 12th, the admiral received a message from Governor O'Hara, to say, he had heard it was the enemy's intention to put to sea that evening. Upon which he instantly issued the following memorandum to his squadron, and shifted his flag to the *Cæsar*. A.D.
1801

“ *Cæsar, Gibraltar Mole, July 12th, 1801.*

“ MEMORANDUM.

“ Rear Admiral Sir James Saumarez has received information that the enemy's ships intend putting to sea this evening, or the first favourable opportunity afterwards; he therefore hopes every ship will use all possible dispatch in getting ready for service, and be prepared to engage the enemy, should they attempt to sail.

“ (Signed) JAMES SAUMAREZ.”

At noon on the same day the enemy's squadron was observed to be under sail with a strong easterly wind.

Not a moment was now lost in getting the *Cæsar* out of the Mole, and the rest of the ships ready, to pursue the enemy; this, by the alacrity of the officers and men, was accomplished, and the whole under weigh before four o'clock in the afternoon, excepting the *Pompée*, which had not time to take in her masts; some of whose men, finding their own ship would not be ready to partake in the battle, concealed themselves on board the other ships; even many of those who had been wounded in the late engagement, and were at the hospital, hired a boat, went off, and requested to be taken on board the *Cæsar*.

It was late in the evening before the enemy's ships could clear Cabareta Point. At eight the rear admiral bore up and stood after them, directing Captain Keats, who, in the *Superb*, was stationed a-head of the *Cæsar*, to make sail and attack the sternmost ships in the enemy's rear, using his endeavours to keep between them and the shore.

Captain Keats performed this service in the handsomest manner; at eleven o'clock he got within three cables length a-breast of a Spanish three-decker, and opened a tremendous fire upon her, which had so good an effect, that the shot passing over her, and striking two others which were in a line a-breast with her; they commenced firing on each

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other; in a quarter of an hour Captain Keats perceived the ship he was engaging to be on fire, upon which he quitted her, and proceeded on to the next a-head. The Cæsar at this time coming up, and preparing to engage, observed one of the enemy's ships to be in flames; and shortly after she ran on board of another ship to leeward, to which the fire communicated, and they were soon both in a blaze, exhibiting a most awful and melancholy spectacle.

The wind at this time blowing extremely hard, and the situation of the two squadrons, precluded all possibility of rendering these miserable people the least assistance. In about half an hour after the Cæsar passed them; these two ships, of 112 guns each, blew up, by which 2500 souls were launched into eternity.

The Superb had brought to action another of the enemy's ships, which, after a short but smart contest, on the Cæsar's coming up, struck, and proved to be the St. Antoine, of 74 guns, and 730 men, commanded by the chef de division Le Roy; she was a Spanish ship lately ceded to the French, under the colours of which nation she fought with a broad pendant.

The admiral continued the pursuit all night: at day-light the Venerable was observed at no great distance from the French Formidable, which ship was standing towards the shoals of Comil. Captain Hood immediately gave chase, and soon brought her to action, which was maintained with great spirit and bravery; he had nearly silenced the enemy, when the Venerable's main mast was shot away, and soon after she struck upon one of the shoals, and was obliged to cut away the remaining masts to save the ship.

During the action, the Cæsar, Spencer, and Thames were becalmed; the Frenchman fortunately got a light breeze, and effected his escape into Cadiz.

The loss sustained amounted on board the Venerable to 18 killed; amongst the number, Mr. John Williams, the master; and 87 wounded; in these, were Lieutenant Thomas Church; Mr. John Snell, the boatswain; Messrs. Massey and Pardoe, midshipmen.

On board the Superb, Lieutenant E. Waller; and 14 seamen and marines wounded.

As the enemy shewed no disposition to renew the contest; and Sir James Saumarez having only three effective ships to oppose to eight, he discontinued the pursuit, and repaired

paired to Gihraltar with the disabled ships and prize, leaving the Spencer, Audacious, and Thames, to cruize for the protection of the trade, and to watch the enemy's motions who had entered Cadiz. A. D. 1801

On the arrival of the squadron at Gibraltar, the admiral issued the following memorandum to the fleet.

“ MEMORANDUM

“ *Cæsar, Rosia Bay, July 15, 1801.*

“ Rear Admiral Sir James Saumarez has the happiness to offer his most heartfelt congratulations to the captains, officers, and men of the ships he has the honour to command, on the signal success with which it has pleased Almighty God to crown their zealous exertions in the service of their country.

“ To the discipline and valour of British seamen is to be ascribed their great superiority over the enemy, who, although more than treble the force of the English squadron in number of guns and weight of metal, have been so singularly defeated.

“ The rear admiral has not failed to transmit, in his late dispatches, a report of the unparalleled exertions of all the officers and men in refitting his Majesty's ships after the battle of Algeiras, (where their conduct and bravery were equally conspicuous,) which has led to the late glorious success.

“ (Signed) JAMES SAUMAREZ.”

Sir James Saumarez, immediately after the defeat of the enemy's squadron, dispatched Lieutenant Dumaresq to England in the *Louis*, a brig, with the news of this important event. On his arrival in England, Mr. Dumaresq was promoted to the rank of master and commander.

The thanks of parliament were voted to the admiral, officers, and men, for the services they had rendered their country. On the 5th of September following, Sir James Saumarez was nominated a Knight of the Bath, and invested with the order by Governor O'Hara, appointed commissioner upon this occasion, at Gibraltar, on the 17th of November.

The city of London also voted the freedom of the city and a handsome sword, to be presented to the rear admiral.

The

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The French Account of the above Action.

“ Cadiz, July 16.”

“ Citizen Minister,

“ General Moreno has returned into harbour. General Linois will give you an account of the sailing and passage of the squadron. I shall only mention to you the chagrin which I have experienced at not seeing the French ship the St. Antonio, and the two three deckers, the Real Carlos, and the Hermanegilda. A marine, saved with 45 men from the Real Carlos, has informed us, that about midnight, the squadron having been attacked by the English, the Real Carlos and the Hermanegilda took each other for enemies.

“ A very smart engagement ensued, the two vessels being nearly foul of each other; a fire broke out on board the Real Carlos, which soon blew up, and set fire to the Hermanegilda, which shared the same fate. The St. Antonio, in consequence of her station, was near the latter vessel, and this station gave me the greatest uneasiness: yet I have been assured that there were only two explosions. I have reason to conclude, that in order to get at a distance from the conflagration, Captain Lenny proceeded towards the coast of Africa, where the calms and currents carried him away from the squadron, which at break of day was six leagues to the west of Cadiz. The day before yesterday three British ships were descried from the coast, and a French ship in the Streight, but the latter did not appear to be captured. This may give us some hope, if the signals are correct. Nothing remains to me but uncertainty, with a great deal of fear, and I do not know what opinion to entertain.

“ After having spoken of our losses, it gives me great pleasure to state to you the new glory with which Le Formidable, commanded by Captain Troude, has been covered. During the night cannonade, in the middle of the Streight, this ship received the fire of her friends and enemies; but with intrepid coolness, the captain would not return the fire, lest he should increase the disorder; and keeping close to the Spanish coast, he retired from the combatants: he was followed by a division of the British fleet of three ships and a frigate; and at break of day, being in sight of Cadiz, and five leagues distant from the squadron, he

he was attacked by three ships, with which he was engaged half an hour, and obliged two of them to retire; the third endeavoured to attack *Le Formidable* on the quarter, while the frigate cannonaded her in the stern. But, notwithstanding the bad state of his masts, Captain Troude approached within musket shot of the British ship the *Pompée*, which having lost her main mast, after an engagement of an hour and a half, made haste to get away, being taken in tow by the frigate; some time after both her other masts came down, and the vessel had the appearance of having yielded, but as the two other ships and the frigate were at a short distance, Captain Troude would not take possession of her; he expected to be attacked again. The enemy, disconcerted both in their fire and their bravery, suffered him quietly to pursue his course.

A.D.
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“ This engagement took place in sight of all Cadiz, and the glorious result of a combat so unequal, by covering our arms with glory, has filled the hearts of the Spaniards with the utmost degree of enthusiasm. *Le Formidable* was scarcely repaired after the battle of Algeiras on the 6th; top-gallant-masts served as top-masts; but in this deranged state, the brave Troude, instead of flying from the enemy, who might have captured him without firing a shot, offered them battle, as by this manœuvre, as prudent as bold, he first extricated himself from the two ships, which he greatly damaged, and at last totally dismasted the *Pompée*, which fought him bravely for an hour and a half. The combined squadron was at that time becalmed at the distance of five leagues. I expected to see it, on the breeze springing up, come to take possession of this vessel, and give chase to, or capture the four British ships which were in sight; but I was far from having any idea of the misfortune which befel the two three deckers, which, without doubt, occasioned the separation of the *St. Antonio*, and in the evening the squadron came to anchor.

“ Rear Admiral Linois was exceedingly sorry that he was not on board *Le Formidable*, but he did not think proper to resist the earnest solicitations of General Moreno, who induced him to go on board his frigate, that they might better concert their operations.

“ My respectful salutations,

“ (Signed) DUMANOIR LE PELLEY.”

Rear

A.D. 1801 *Rear Admiral Linois's Letter to the Minister of the Marine, giving an account of the action.*

“ On the 9th of July, a Spanish division consisting of six sail of the line and three frigates, arrived at Algeziras from Cadiz, under the command of his Excellency Lieutenant General Moreno, in order to raise the blockade of four sail of the line and one frigate, which were under my orders, and to favour their escape to Cadiz. That officer accordingly gave me every assistance in his power, in order to put my ships in a condition to put to sea, and to tow them out, in order to enable them to set sail. Our labour was continued day and night. General Moreno made his squadron anchor in a line N. E. and S. W. On the 12th, there was a tolerable fresh east wind, and it was determined to set sail at one o'clock in the afternoon on account of the tide. The signal being given at that hour, the fleet set sail, the Spanish squadron being to windward of ours. The frigate L'Indienne towed the Hannibal, which we were sorry to perceive made very little way.

“ The calm which we experienced under Gibraltar, necessarily deranged the regularity of our order; while the enemy having a brisk gale at east, sailed from Gibraltar with five sail of the line, a frigate, a brig, and a Portuguese frigate, and formed in order of battle. As soon as the English admiral had passed Europa Point, he made a signal, and immediately we saw to windward six sail, of which two had three masts. I was then with M. de Moreno on board the Sabina frigate. At sun-set, the two last ships of our line with difficulty doubled the Cape Carnero. Three only remained with the Hannibal, which was under jury masts, and which consequently could not carry much sail. Night was coming on, and it was necessary to determine to return to our anchorage, which might afford the enemy an opportunity of attacking us before we took a position. At all events, every delay was dangerous, for the reinforcements which the enemy expected, might arrive every moment. The breeze from the east becoming stronger, we were assured of the wind during the night. We determined to send the Hannibal back to Algeziras, and to pass the Strait with the combined squadron. We then manœuvred so as to facilitate the rallying of two of our vessels, which had fallen into the rear in consequence of the calm. The three French vessels which

which sailed better than could have been expected, were in the van, and in that order it was proposed to pass the Strait. At eight o'clock the enemy shewed a disposition to attack us. At nine we heard the reports of three cannon, and at the same time we saw fires at a considerable distance behind us. We presumed it might be some of the enemy's vessels making signals of their arrival. We congratulated ourselves upon seeing our squadrons so well collected together, and sailing so well, which made us confident that the plan of the enemy would not succeed. At half past eleven the wind was considerably encreased. The night was very dark, and we heard a smart cannonade in the E. N. E. and soon after we saw a conflagration, which made us apprehend that some of our vessels, in firing their stern guns had taken fire, in consequence of the force of the wind. We thought also that they might be fire ships belonging to the enemy. We put about for a moment, but the vessel on fire approaching us, we continued our way, having constantly a light at our main top-mast head, as a signal for rallying. It could no longer be doubted but that the enemy had passed the Strait, and had got into our wake. The cannonade became pretty general, but the wind was too strong to continue the action. We received several shots on board the frigate, which killed one man and wounded five. Several balls passed through our sails. We took down the signal we had at our mast-head, for fear that the enemy should fall upon us. It was afterwards hoisted, in order to collect our ships. We made sail, directing our course to W. N. W. not chusing to go more before the wind, lest the wind, which was very strong, should carry away our masts. We passed the night in the greatest disquietude, not knowing whether the vessels which were in sight, were not enemies. At length the day dissipated part of our fears, and we found ourselves in the midst of our fleet, with the exception of two ships of three decks, viz. the *Hermenegilda*, and the *Royal Charles*, the *Formidable* and the *St. Antoine*. The wind having fallen, it became impossible to go in search of the vessels which had separated. We were then six leagues west of Cadiz. At half past four o'clock, the *Dessaix* made a signal, that she had sprung a leak, and that the water had gained upon her 30 inches in an hour, and demanded assistance, which was granted. At five o'clock we heard an action in the east,
and

A. D.
1801

A. D. and perceived a smoke. The wind being then from the
 1801 S. E. we made the signal for the line of battle to be formed
 as quick as possible, without regard to places, in order to assist
 the vessel which was engaged. At half past six the action
 ceased, and the most perfect calm succeeded. At eleven,
 the wind rising again, we perceived four vessels at a con-
 siderable distance from one another. We flattered ourselves
 at first, that they were our ships; but we soon found by
 their manœuvres, that they were enemies. We also dis-
 tinguished the Formidable close under the land, making
 the best of her way to Cadiz. We stood for the port,
 from which a felucca brought me a letter from the Captain
 of the Formidable, which had then anchored in the road of
 Cadiz, stating, that he had in the morning engaged two
 English ships of the line, and a frigate, and that one of
 the English ships had been completely dismasted, and had
 been towed away by the frigate. We then anchored in
 Cadiz.

“ I must acknowledge the consummate experience and
 talents of General Moreno, as well as the zeal and care
 which he displayed for the success of his mission. If sepa-
 rations have taken place, it must be attributed to the dark-
 ness of the night, and the necessity which there was of
 getting away from the vessels, which were on fire. That
 officer upon hearing at Cadiz, of the destruction of two ships
 of his squadron, the Hermenegilda and the Royal Charles,
 was justly struck with grief upon the occasion. He had, by
 his wise instructions, provided against almost every possi-
 ble case.

“ I have since been informed, that the two Spanish
 vessels which were destroyed, cannonaded and run foul of
 one another, each supposing the other to be an enemy.
 We are uncertain about the fate of the St. Antoine. The
 violence of the wind made it extremely dangerous to fire
 to windward.

(Signed)

“ Rear Admiral LINOIS.”

“ Dated in Cadiz harbour, 15th July,
 on board the Formidable.

Report

Report of Captain Troude, Provisional Commander of Le Formidable, to Rear Admiral Linois.

A. D.
1801

“ Cadiz, July 15th, 1801.

“ Citizen General,

“ I have the honour of communicating to you an account of the operations of Le Formidable, with the provisional command of which you entrusted me. Proud of the honourable charge to defend your flag, I endeavour to execute your orders with the most scrupulous exactness; I immediately repaired on board that vessel to assume the chief command, and I put to sea as soon as you made the signal.

“ You observed as well as myself, the movements of the enemy's squadron which had retired to Gibraltar after the memorable battle on the 6th, at Algeiras. Seeing the enemy set sail at the same time as the combined squadrons and keeping to the windward of us at the distance of above a league, I endeavoured to follow exactly your manœuvres, and made all the sail possible to follow you, but the ship which I had the honour to command, having been absolutely disabled, having only jury masts and the lower sails, I could not make that way which I wished; during the darkness of the night a strong breeze broke the small top-gallant-mast which served me as a fore-top-mast, and every thing contributed to prevent me from following the combined squadron.

“ About midnight I sustained the fire of five English ships which had come up with me; they fired red hot bullets. I escaped as fast as possible from the brisk cannonade which they maintained, hanging up the same lights as I observed them to have. I had only three men killed and two wounded; as I was very near the combined squadron, I resolved not to engage that I might avoid those fatal mistakes which too often take place in a night engagement. I was afraid, lest I should fire into some of our own vessels or that they might fire into mine, from which fatal accidents must have resulted to the combined squadron: at one in the morning, not being able to observe or distinguish any more signals, I made for Cadiz, keeping close in with the Spanish coast, on a course N. or N. E. and by these means got to a distance from the squadron which were steering large in a western direction.

At

A.D. 1801 “ At break of day, I found myself attacked by four of the enemy's squadron, three ships and a frigate, which had pursued the same course; though totally disabled and the crew fatigued, having had no rest for three days, we returned their fire with courage; the frigate attacked us first, but a few shots well directed from our stern guns, made her abandon her object. The ship which followed approached us and kept up a brisk fire; we manœuvred to get into a better position; I ran close to her till we were yard arm and yard arm, and maintained a terrible and well supported fire; after being engaged an hour and a half, she was completely dismasted, making water in every part. The frigate which had attacked me in the stern, came immediately to her assistance; the other two vessels finding it necessary to sheer off after receiving some broadsides not without damage, joined the frigate and hoisted out all their boats to save the crew of the other vessel, and to take her in tow. they resigned to me the field of battle and retired.

“ I expected however another combat; we were determined to make the most vigorous defence, but as the enemy retired, and as I found myself in such a situation as to be unable to pursue them, I resolved to proceed to Cadiz, where I arrived at two in the afternoon.

“ I shall not attempt to give you an account of particular instances of bravery; the two staffs, the crew, and the troops who were passengers, vie with each other in covering themselves with glory; for besides the noble combat of the 6th, this last proves that the valour which animated the brave men I have the honour to command, was carried to a degree which it is difficult for me to describe. Government will, no doubt, take the earliest opportunity of rewarding so much courage, and so great a devotion to restore the glory of the French navy. It would be just also, to indemnify them for the losses they have sustained, their effects having been cut to pieces, and absolutely destroyed.

“ I have now, Citizen General, to communicate to you a very fatal relation. In the battle of this night, two of the ships which fired upon me took fire and blew up. I supposed them to be English, presuming that the fire had been occasioned by the furnaces they had on board for heating their shot: but upon entering the harbour of Cadiz, I was assured they were Spanish. The darkness had led them into a mistake, which I had justly dreaded

dreaded. They fired on each other, and on my vessel, at the moment when I formed the prudent resolution of avoiding a combat in which I could not distinguish the enemy. The names of those two vessels are the San Carlos, and the Hermenegildo. A.D.
1801

“ In a combat so obstinate as that of this morning, and against so unequal a force, I am happy, in having to regret only 20 men killed, or severely wounded.

“ Accept, Citizen General, assurances of my zeal and most respectful devotion.

“ (Signed) TROUDE.”

On the 21st of July, the Pasley armed brig, commanded by Lieutenant W. Wooldridge, on his return from Minorca, fell in with a Spanish man of war xebec, of 22 guns, which, after an action within pistol shot for an hour and a quarter, was perfectly silenced; but the enemy taking advantage of its being nearly calm, got out her sweeps and rowed off, in spite of every exertion of Lieutenant Pasley to pursue her. In this contest, one man was killed, and two wounded.

On the 3d of August, the squadron of frigates cruising under the orders of Captain Halsted, off the isle of Elba, fell in with a large French frigate, escorting some small vessels laden with ammunition and stores for their army on that island. After a smart action of ten minutes, the frigate struck to the Pomone, and proved to be La Carrere, of 40 guns, 26 eighteen pounders on the main deck, 12 eights on the quarter deck and forecastle, and two 36 pound caronades, manned with 356 men.

The Pomone had two killed; Lieutenant Charles Douglas, of the marines, who lost his leg, and died soon after, with three men wounded.

On the 2d of September, at six o'clock in the morning, the squadron under Captain Halsted had the good fortune to discover two French frigates steering towards Leghorn, to which he gave chase. On the approach of the squadron, one of them was observed to have run a-shore off Vada, and struck her colours without resistance; she was taken possession of by the Pomone, and found to be his Majesty's late ship Success, which was got off without receiving any material damage.

A.D. 1801 Captain Cockburne, in the *Minerve*, went on in pursuit of the other, which was endeavouring to get into Leghorn Road, but the wind fortunately shifting, enabled the *Minerve* to get well up with the enemy before he could accomplish his views; and after missing stays and attempting to wear, got on shore under the Santegnano battery, to the southward of Leghorn, where her masts soon went by the board, and the ship was totally lost, having struck her colours without making any resistance. She proved to be *La Bravoure*, of 46 guns, and 283 men, commanded by M. Dordelin, who, with several of his officers, were made prisoners by the *Minerve*'s boats.

On the 15th of September, Lord William Stuart, in the *Champion*, in a most gallant manner cut out from under the batteries of Gallipoli, his Majesty's late sloop *Bull Dog*, in the face of an incessant fire from the ship and fort.

The *Champion* had one man killed.

On the 28th of October, Lieutenant Wooldridge, commanding the *Pasley* hired armed brig, fell in with, off Cape de Gatt, and after a spirited action, carried, by boarding, the Spanish privateer *Polacre El Virgine del Rosario*, pierced for 20 guns, but only ten mounted, two long 24 pounders, and eight long twelves, with 94 men; of whom were killed, the first and second captains, one lieutenant, and 18 men; and 13 wounded.

The *Pasley*, the gunner, and two men killed; Lieutenant Wooldridge, the master's mate, and five seamen wounded.

Mr. Woolridge was promoted to the rank of a commander, for his gallant behaviour.

Operations on the Coast of Egypt, taken from the Letters of Lord Keith, General Sir Ralph Abercrombie, K. B. Lieutenant General Hutchinson, and Sir Sidney Smith.

On the 22d of February, the armament destined for the expedition to Egypt, sailed from the harbour of Marmarice, and anchored in the bay of Aboukir on the 2d of March,* excepting the Turkish gun-boats and kaicks, all of which bore up for Macri, Cyprus, and other ports, during the prevalence of strong westerly winds which the fleet encountered on its passage. An unfortunate succession

* Appendix, Chap. II. No. 422.

A.D.
1801

of strong northerly gales, attended by a heavy swell, rendered it impossible to disembark before the 8th. At two o'clock in the morning the boats began to receive the first division of troops, consisting of the reserve, under the command of Major General Moore; the brigade of guards, under the Hon. Major General Ludlow; and part of the first brigade, under Major General Coote. At three the signal was made for their proceeding to rendezvous near the Mendovi, anchored about a gun shot from the shore, where it had been determined that they were to be assembled and properly arranged; but such was the extent of the anchorage occupied by so large a fleet, and so great the distance of many of them from any one given point, that it was not till nine the signal could be made for the boats to advance towards the shore.

The whole line began to move with great celerity towards the beach, between the castle of Aboukir, and the entrance of the Sed, under the direction of the honourable Captain Cochrane, of the *Ajax*, assisted by Captains Stevenson, Scott, Larmour, Apthorpe, and Morrison, of the navy, and the respective agents of transports, the right flank being protected by the *Creulle* cutter, and the *Dangereuse* and Janissary gun vessels; the left, by the *Entreprenante* cutter, Malta schooner, and *Negress* gun vessel, with two armed launches of the fleet on each. A detachment of seamen was appointed to co-operate with the army under the command of Captain Sir Sidney Smith, with the Captains Ribouleau, Guion, Saville, Burn, and Hillyer, of the navy, who had the charge of the launches, with the field artillery accompanying the troops. The *Tartarus* and *Fury* were placed in proper situations for throwing shot and shells with advantage; and the *Peterell*, *Cameleon*, and *Minorca*, were moored as near as possible with their broadsides to the shore.

The delays to which the fleet had been exposed, gave the enemy an opportunity to strengthen the naturally difficult coast. The whole garrison of Alexandria, amounting to about 3000 men, reinforced with many small detachments that had been observed to advance from the Rosetta Branch, was appointed for its defence. Field pieces were placed on the most commanding heights, and in the intervals of the numerous sand hills which cover the shore, all of which were lined with musketry; the beach on either wing being

A.D. 1801 flanked with cannon, and parties of cavalry held in readiness to advance.

The fire of the enemy was successively opened from their mortars and field pieces, as the boats got within their reach; and as they approached to the shore, the excessive discharge of grape shot and of musquetry from behind the sand hills, seemed to threaten them with destruction; while the castle of Aboukir on the right flank, maintained a constant and harrassing discharge of large shot and shells; but the ardour of the officers and men was not to be damped; without a moment's hesitation, they resolutely rowed in for the beach, obtained a footing; when the troops advanced, the 23d regiment, and part of the 40th, under the command of Colonel Spencer, ascended the hill which commanded the whole, and seemed almost inaccessible, with an intrepidity and coolness scarcely to be paralleled, and forced the enemy to retire, leaving behind him seven pieces of artillery, and several horses.

The disembarkation of the army continued, and the troops were all landed on the following day, with such articles of stores and provisions as required the most immediate attention.

General Sir Ralph Abercrombie was so highly gratified by the spirited, steady, and intrepid conduct of the troops on their landing, with the judicious manner in which it was conducted, that the following compliment appeared the next day in the general orders:

“ Camp, near Aboukir, March 9, 1801.

“ The gallant behaviour of the troops in the action of yesterday, claims from the commander in chief the warmest praise he can bestow: and it is with particular satisfaction that he observed that conduct marked equally by ardent bravery, and by coolness, regularity, and order.

“ Major Generals Coote, Ludlow, and Moore, and Brigadier General Oakes, who led on the troops that effected the landing, and were engaged, will be pleased to accept Sir Ralph Abercrombie's Thanks, for the able manner in which they conducted the whole operation.

“ Sir Sidney Smith, the captains, officers, and men of the ships of war, who acted with the army on shore, will be pleased to accept Sir Ralph Abercrombie's Thanks, for the activity with which they brought forward the field artillery

tillery, and for the intrepidity and zeal with which they acquitted themselves of the service entrusted to them." A.D.
1801

The loss sustained by the navy in disembarking the troops on the 18th in Aboukir Bay, amounted to twenty killed; seven officers, 63 seamen, wounded; and three seamen missing.

Names of Officers wounded.

Stately—Lieutenant John Bray.

Europa—Lieutenant George Thomas.

Dolphin—Lieutenant Francis Collins.

Swiftsure—Mr. John Finchely, master's mate.

Charon—Mr. Richard Ogleby.

Iphigenia—Mr. John Donnellan, midshipman.

Dictator—Mr. Edward Robinson, ditto, since dead.

That of the army amounted to four officers, four serjeants, 94 rank and file, killed; 26 officers, 34 serjeants, five drummers, 450 rank and file wounded.

One officer, one serjeant, one drummer, 32 rank and file missing.

On the 12th, the whole army moved forward, and came within sight of the enemy, who was formed on an advantageous ridge, with his right to the canal of Alexandria, and his left towards the sea. The general determined to attack them on the morning of the 13th; and in consequence the army marched in two lines by the left, with the intention to turn their right flank. The troops had not been long in motion before the enemy descended from the heights on which they were formed, and attacked the leading brigades of both lines, which were commanded by Major General Cradock, and Major General the Earl of Cavan.

The 90th regiment formed the advanced guard of the front line, and the 92d that of the second; both battalions suffered considerably, and behaved in such a manner, as to merit the praise both of courage and discipline. Major General Cradock immediately formed his brigade to meet the attack made by the enemy; and the troops changed their position with a quickness and precision which did them the greatest honour. The remainder of the army followed so good an example, and were immediately not only in a situation to face, but to repel the enemy. The reserve, under Major General Moore, which was on the right, on the change of the position of the army, moved on in column,

A.D. 1801 and covered the right flank. The army continued to advance, pushing the enemy with the greatest vigour, and ultimately forcing them to put themselves under the protection of the fortified heights which form the principal defence of Alexandria. It was the general's intention to have attacked them in this their last position; for which purpose, the reserve, under the command of Major General Moore, which had remained in column during the whole of the day, was brought forward; and the second line, under Major General Hutchinson, marched to the left across a part of the lake Mareotis, with a view to attack the enemy on both flanks; but on reconnoitering their position, and not being prepared to occupy it after it should be carried, prudence required, that troops who had behaved so bravely, and who were still willing to attempt any thing, however arduous, should not be exposed to a certain loss, when the extent of the advantage could not be ascertained. They were therefore withdrawn, and ordered to occupy a position with their right to the sea, and their left to the canal of Alexandria, and Lake Mareotis, about a league from the town of Alexandria.*

On the 18th of March, the castle of Aboukir surrendered by capitulation: the garrison consisted of two chiefs of battalion, eight inferior officers, and 140 non-commissioned and men.

The army remained in this position without any material occurrence taking place, until the 21st, when the enemy attacked it with nearly the whole of their collected force, amounting to between eleven or twelve thousand men. Of fourteen demi-brigades of infantry which the

* The loss sustained by the navy serving on shore under the orders of Sir Sidney Smith, on the 13th of March, amounted to five seamen killed; one officer and 18 wounded.

The marines, under the command of Lieutenant Colonel Smith, two officers, 22 rank and file killed; four officers, two serjeants, two drummers, and 17 rank and file wounded.

OFFICERS KILLED.—Payne Hussey, John Linzee Shaw—first lieutenants.

WOUNDED.—William Minto, Robert Farkington—captains.

John Parry, George Peebles—lieutenants.

THE ARMY.

Six officers, six serjeants, one drummer, 143 rank and file, 21 horses killed; 66 officers, one quarter-master, 60 serjeants, seven drummers, 946 rank and file, five horses, wounded; one rank and file missing.

French

French had in Egypt, twelve appear to have been engaged, and all their cavalry, with the exception of one regiment. A.D. 1801

The action commenced about an hour before day-light, by a false attack on the left of the British army, under the command of Major General Cradock, and were soon repulsed. The most vigorous efforts of the enemy were directed against the right, which they used every possible exertion to turn. The attack on that point was begun with great impetuosity by the French infantry, sustained by a strong body of cavalry, who charged in column. They were received by the British troops with the greatest steadiness and discipline. The contest was unusually obstinate; the enemy were twice repulsed, and their cavalry was repeatedly mixed with British infantry. They at length were obliged to retire, leaving a prodigious number of dead and wounded in the field.

The slaughter in this action was prodigious on both sides. General Sir Ralph Abercrombie, the commander in chief, was mortally wounded, and died on board the Foudroyant on the 28th. Major General Hutchinson, on whom the command devolved, in his public dispatches, mentions the melancholy fate which befel this brave and excellent officer, in a manner which does honour to his feelings. He says, "I believe he was wounded early, but he concealed his situation from those about him, and continued in the field, giving his orders with that coolness and perspicuity which had ever marked his character, till long after the action was over, when he fainted through weakness and loss of blood. Were it permitted for a soldier to regret any one who has fallen in the service of his country, I might be excused for lamenting him, more than any other person; but it is some consolation to those who tenderly loved him, that as his life was honourable, so was his death glorious. His memory will be recorded in the annals of his country; will be sacred to every British soldier; and embalmed in the recollection of a grateful posterity."

Amongst the other officers of note wounded, were Major General Moore, Brigadier General Oakes and Hope, Captain Sir W. Sidney Smith, of the navy, and Colonel Paget.

The enemy were supposed to have 3000 killed, wounded, and taken prisoners. General Roize, who commanded

A.D. 1801 their cavalry, was killed. Generals Lanusse and Bodet were mortally wounded.

The navy battalion had one officer, three seamen, killed; two officers, 18 seamen, wounded.

Mr. Krebs, master's mate of the *Minotaur*, killed.

Captain Sir William Sidney Smith, of the *Tigre*; and Lieutenant Lewis Davis, of the *Swiftsure*, wounded.

The French army which had surrendered at Cairo, was embarked on board a division of ships, armed en flute, and transports, to be conveyed to France. On the 10th of August this service being completed, they sailed from Aboukir Bay; the number embarked amounted to between 13000 or 14000 individuals of all descriptions.

The grand object now became the reduction of Alexandria, which had been closely blockaded by Rear Admiral Sir Richard Bickerton; whilst the army under General Hutchinson, cut off all communication on the land side.

The position of the enemy's flotilla on the side of the Lake Mareotis, being examined by Lord Keith, who was of opinion that it could be easily subdued, and that a debarkation could be effected without much difficulty, General Hutchinson determined to carry the measure into immediate effect: to secure the landing from interruption, Captain Stevenson, of the *Europa*, who commanded the flotilla, was directed to take a station in front of the enemy's gun boats and armed boats, which were drawn up in a line, under the protection of the batteries thrown up for their defence, and to keep them in check until they could be seized or destroyed.

On the night of the 16th of August, a strong body of troops, under the command of Major General Coote, was embarked, and landed the next morning without opposition, under the superintendance of Captain Elphinstone. Whilst the landing was effecting, Sir William Sidney Smith was directed to make a demonstration of attack upon the town of Alexandria, with some sloops of war and armed boats. The enemy seeing no prospect left of saving their flotilla, set fire to them, and blew them all up excepting two or three which were taken. In the mean time two most spirited attacks were made with success on the east side of the town, by detachments from the army under the Major Generals Cradock and Moore, in which the 30th regiment, consisting of not more than 200 men, under the command of

of Colonel Spencer, particularly distinguished themselves, repulsing a body of 600 French troops, who was ordered to charge them with fixed bayonets; many of whom were killed, wounded, and taken prisoners. A.D. 1801

On the evening of the 21st, the small fortified town of Morabout, that protected the harbour of Alexandria on the western side, distant from the town about seven or eight miles, surrendered to Major General Coote, who was supported on this service by the armed launches from the blockading squadron under Sir Richard Bickerton. In performing this service, Mr. Hill, midshipman, and one seaman of the *Ajax*, were killed; and two seamen of the *Northumberland*, wounded.

On the same afternoon the rear admiral ordered four sloops of war,* with three Turkish corvettes, to proceed into the harbour, under the direction of the honourable Captain Cochrane, of the *Ajax*; (a channel having been previously surveyed with great industry and precision, by Lieutenant Withers, of the *Kent*;) and on the morning of the 22d, Major General Coote's detachment moved forward four or five miles on the narrow isthmus leading to the town, formed by the Mareotis, or inundation on the south side, and the harbour on the north; Captain Stevenson, with the gun vessels, on the lake, covering the right flank; and Captain Cochrane, with the sloops of war and armed boats the left.

The enemy, on the approach of the British ships, sunk several vessels between them and their own ships, to obstruct their further progress to the eastward, and moved their frigates and corvettes close up to the town. Major General Coote, with his detachment, marched on with the greatest success, carrying all the enemy's strong posts, who retreated in the greatest confusion, leaving behind them their cannon and wounded. By the 26th, the blockade of the town was completed. On the morning of this day four batteries were opened on each side of the town against the enemy's intrenched camp, which soon silenced their fire, and induced them to withdraw their guns.

On the morning of the 27th, General Menou sent an aid-de-camp to General Hutchinson, to request an ar-

* *Cynthia*, *Victorieuse*, *Diane* joined afterwards.
Port Mahon, *Bonne Citoyenne*.

A.D. 1801. mistice for three days, in order to give time to prepare a capitulation; which being granted, it was signed on the 2d of September. Thus ended the campaign in Egypt, than in which the power, discipline, and valour of the British army, were never more eminently displayed.

Lord Keith and Lieutenant General Hutchinson in their public dispatches (which were brought to England by Sir Sidney Smith, and Colonel Abercrombie, son to the late gallant, and ever memorable General) speak in the most honourable terms of the vigilance, activity, and judicious conduct of all the sea officers employed to co-operate with the army on this expedition; especially the Honourable Captain Cochrane, Sir W. Sidney Smith, Captains Elphinstone, Stephenson, Wilson, and Presland.

Great number of merchant vessels and transports were found and taken in the harbour; the Venetian and French ships of war were divided by an agreement made in the following manner, between Lord Keith and the Captain Pacha, viz.

To the Captain PACHA.

<i>Ships.</i>				<i>Guns.</i>
	Cause	-	-	64
No. I.	Venetian	-	-	26
	Justice	-	-	46

The Turkish corvettes to be given to the Captain Pacha; but to be previously valued.

To Lord KEITH.

<i>Ships.</i>				<i>Guns.</i>
	L'Egyptienne	-	-	50
No. II.	Venetian	-	-	26
	La Regenerée	-	-	32

The thanks of parliament were voted to Lord Keith and Lieutenant General Hutchinson, the officers, and men in the army and navy. Lord Keith was created a Peer of Great Britain, and the General a peer of Ireland, in the former action he was nominated a Knight of the Bath.

They were also voted the freedom of the city of London, and to be presented each with a sword valued at 100 guineas.

Articles

A.D.
1801

Articles of the Capitulation proposed by Abdoullahy Jacques Francois Menou, General in Chief of the French Army, now in Alexandria, to the Generals commanding the Land and Sea Forces of his Britannic Majesty, and of the Sublime Porte, forming the Blockade of Alexandria, dated the 12th Fructidor, Year nine of the French Republic. (30th August, 1801.)

“ Art. I. From the present date to the 30th Fructidor (17th September, 1801) there shall be a continuation of the truce and suspension of arms between the French army and the combined armies of his Britannic Majesty, and of the Sublime Porte, upon the same conditions with those which actually subsist, with the exception of a regulation to be amicably settled between the respective generals of the two armies, for establishing a new line of advanced posts, in order to remove all pretext of hostility between the troops.

“ Answer—Refused.

“ Art. II. In case no adequate succours should arrive to the French army before the time mentioned in the preceding article, that army shall evacuate the forts and entrenched camps of Alexandria upon the following conditions.

“ Answer—Refused.

“ Art. III. The French army shall retire, on the first complementary day of the French era, into the city of Alexandria and forts adjacent, and shall deliver up to the allied powers the entrenched Fort Du Vivier, together with their artillery and ammunition.

“ Answer—In forty-eight hours after the signing of the capitulation, namely, on the 2d of September, at noon, the entrenched camps, the Fort Ture, and Du Vivier shall be delivered up to the allied powers. The ammunition and artillery of these forts shall be also delivered up. The French troops shall evacuate the city, forts, and dependences of Alexandria, ten days after signing the capitulation, or at the time of their embarkation.

“ Art. IV. All individuals constituting a part of the French army, or attached to it by any relations, military or civil; the auxiliary troops of every nation, country, or religion; of whatever powers they might have been subjects before the
arrival

A. D. arrival of the French, shall preserve their property of every
1801 description, their effects, papers, &c. &c. which shall not be subject to any examination.

“ Answer—Granted—Provided that nothing be carried away belonging to the government of the French Republic; but only the effects, baggage, and other articles belonging to the French and auxiliary soldiers who have served during six months in the army of the Republic; the same is to be understood of all the individuals attached to the French army, by civil or military capacities of whatever nation, country, or religion they may be.

“ Art. V. The French forces, the auxiliary troops, and all the individuals described in the preceding article, shall be embarked in the ports of Alexandria, between the 5th and 10th Vendemiaire, year ten of the Republic, at the latest (27th of September to the 3d October, 1801) together with their arms, stores, baggage, effects and property of all kinds, official papers and deposits, one field piece to each battalion and squadron, with ammunition, &c. &c. the whole to be conveyed to one of the ports of the French Republic in the Mediterranean, to be determined by the general in chief of the French army.

“ Answer—The French forces (the auxiliary troops, and all the individuals described in the 4th article, shall be embarked in the ports of Alexandria (unless after an amicable convention, it should be found more expeditious to embark a part of them at Aboukir) as soon as vessels can be prepared, the allied powers at the same time engaging that the embarkation shall take place, if possible, ten days after the capitulation shall be signed; they shall receive all the honours of war, shall carry away their arms and baggage, shall not be prisoners of war, and shall moreover take with them ten pieces of cannon from four to eight pounders, with ten rounds of shot to each gun; they shall be conveyed to a French port in the Mediterranean.

“ Art. VI. The French ships of war, with their full complement, and all merchant ships, to whatever nation or individuals they may belong, even those of nations at war with the allied powers, or those that are the property of owners or merchants who were subjects to the allied powers before the arrival of the French, shall depart with the French army, in order that those that are ships of war
may

may be restored to the French government, and the merchant ships to the owners, or to their assignees. A.D. 1801

Answer—Refused—All vessels shall be delivered up as they are.

“ Art. VII. Every single ship, that from the present day, to the 30th Fructidor, shall arrive from the French Republic, or any of her allies into the ports or roads of Alexandria, shall be comprehended in this capitulation. Every ship of war or commerce belonging to France, or the Allies of the republic, that shall arrive in the ports or road of Alexandria, within twenty days immediately following the evacuation of that place, shall not be considered a lawful prize, but shall be set at liberty with her equipage and cargo, and be furnished with a passport from the allied powers.

“ Answer—Refused.

“ Art. VIII. The French and auxiliary troops, the civil and military agents attached to the army, and all other individuals described in the preceding articles, shall be embarked on board such French and other vessels, actually in the ports of Alexandria, as shall be in a condition to go to sea, or on board those of his Britannic Majesty and of the Sublime Porte, within the time fixed by the fifth article.

“ Art. IX. Commissaries shall be named by each party to regulate the number of vessels to be employed, the number of men to be embarked upon them, and generally to provide for all the difficulties that may arise in carrying into execution the present capitulation.

“ Those commissaries shall agree upon the different positions which shall be taken by the ships now in the port of Alexandria, and those which shall be furnished by the allied powers, so that by a well regulated arrangement, every occasion of difference between the crews of the several nations may be avoided.

“ Answer—All these details will be regulated by the English admiral, and by an officer of the French navy, named by the general in chief.

“ Art. X. Merchants and owners of ships, of whatever nation or religion they may be, and also the inhabitants of Egypt, and of every other country, who may at the present time be in Alexandria, whether Syrians, Capths, Greeks, Arabs, Jews, &c. and who shall be desirous of following the French army, shall be embarked with

A.D. with and enjoy the same advantages with that of the army;
1801 they shall be at liberty to remove their property of all kinds, and to leave powers for the disposal of what they may not be able to take away. All arrangements, all orders, all stipulations, whether of commerce, or of any other nature made by them, shall be strictly carried into effect after their departure, and be maintained by the generals of his Britannic Majesty, and of the Sublime Porte. Those who may prefer remaining in Egypt a certain time on account of their private affairs, shall be at liberty so to do, and shall have full protection from the allied powers; those also who may be desirous of establishing themselves in Egypt, shall be entitled to all the privileges and rights of which they were in possession before the arrival of the French.

“ Answer—Every article of merchandize, whether in the town of Alexandria, or on board the vessels that are in the ports, shall be provisionally at the disposition of the allied powers, but subject to such definitive regulation as may be determined by established usage and the law of nations. Private merchants shall be at liberty to accompany the French army, or they may remain in the country in security.

“ Art. XI. None of the inhabitants of Egypt, or of any other nation or religion, shall be called to an account for their conduct during the period of the French troops having been in the country, particularly for having taken up arms in their favour, or having been employed by them.

“ Answer—Granted.

“ Art. XII. The troops, and all others who may be embarked with them, shall be fed during their passage, and until their arrival at France, at the expence of the allied powers, and conformably to the rules of the French navy. The allied powers shall supply every thing that may be necessary for the embarkation.

“ Answer—The troops and all others who may be embarked with them, shall be fed during their passage, and until their arrival in France, at the expence of the allied powers, according to the usage established in the marine of England.

“ Art. XIII. The Consuls, and all other public agents of the several powers in alliance with the French Republic, shall

shall continue in the enjoyment of all privileges and rights which are granted by civilized nations to diplomatic agents. Their property, and all their effects and papers shall be respected and placed under the protection of the allied powers. They shall be at liberty to retire, or to remain, as they think fit. A. D. 1801

“ Answer—The consuls, and all other public agents of the powers in alliance with the French Republic, shall be at liberty to remain or to retire as they may think fit. Their property and effects of any kind, together with their papers, shall be preserved for them, provided they conduct themselves with loyalty, and conformably to the law of nations.

“ Art. XIV. The sick who may be judged by the medical staff of the army, to be in a state for removal, shall be embarked at the same time with the army, upon hospital ships, properly furnished with medicines, provisions, and every other store that may be necessary for their situation, and they shall be attended by French surgeons. Those of the sick, who may be in a condition not to undertake the voyage, shall be delivered over to the care and humanity of the allied powers. French physicians and other medical assistance shall be left for their care, to be maintained at the expence of the allied powers, who shall send them to France as soon as their state of health may permit, together with any things belonging to them, in the same manner as has been proposed for the rest of the army.

“ Answer—Granted—The ships destined for hospitals shall be prepared for the reception of those who may fall sick during the passage. The medical staff of the two armies shall concert with each other in what manner to dispose of those of the sick who, having contagious disorders, ought not to have communication with the others.

“ Art. XV. Horse transports for conveying sixty horses, with every thing necessary for their subsistence during the passage, shall be furnished.

“ Answer—Granted.

“ Art. XVI. The individuals composing the institute of Egypt, and the commission of arts, shall carry with them all the papers, plans, memoirs, collections of natural history, and all the monuments of art and antiquity collected by them in Egypt.

“ Answer—The members of the institution may carry with

A.D. 1801 with them all the instruments of arts and science which they have brought from France, but the Arabian manuscripts, the statues and other collections which have been made for the French Republic shall be considered as public property, and subject to the disposal of the Generals of the combined army.

“ General Hope having declared in consequence of some observations of the commander in chief of the French army, that he could make no alteration in this article; it has been agreed that a reference thereupon should be made to the commander in chief of the combined army.

“ Art. XVII. The vessels which shall be employed in conveying the French and auxiliary army, as well as the different persons who shall accompany it, shall be escorted by ships of war belonging to the allied powers, who formally engage that they shall not, in any manner be molested during their voyage, the safety of such of these vessels as may be separated by stress of weather, or other accidents, shall be guaranteed by the generals of the allied forces. The vessels conveying the French army shall not, under any pretence, touch at any other than the French coast, except in case of absolute necessity.

“ Answer—Granted—The commander in chief of the French army entering into a reciprocal engagement, that none of these vessels shall be molested during their stay in France, or on their return, he equally engaging that they shall be furnished with every thing which may be necessary, according to the constant practice of European powers.

“ Art. XVIII. At the time of giving up the camps and forts according to the terms of the third article, the prisoners in Egypt shall be respectively given up on both sides.

“ Answer—Granted.

“ Art. XIX. The commissaries shall be named to receive the artillery of the place, and of the forts, stores, magazines, plans, and other articles that the French leave to the allied powers; and lists and inventories shall be made out, signed by the commissaries of the different powers, according as the forts and magazines shall be given up to the allied powers.

“ Answer—Granted—Provided that all the plans of the city and forts of Alexandria, as well as all maps of the country, shall be delivered up to the English commissary. The
batteries

batteries, cisterns, and other public buildings, shall also be given up in the condition in which they actually are. A. D. 1801

“ Art. XX. A passport shall be granted to a French armed vessel, in order to convoy to Toulon, immediately after the camps and forts before mentioned shall be given up, officers charged by the commander in chief to carry to his government the present capitulation.

“ Answer—Granted—But if it be a French vessel it shall not be armed.

“ Art. XXI. On giving up the camps and forts mentioned in the preceding articles, hostages shall be given on both sides, in order to guarantee the execution of the present treaty. They shall be chosen from among the officers of rank in the respective armies; namely, four from the French army, two from the British troops, and two from the troops of the Sublime Porte. The four French hostages shall be embarked on board the English ship commanding the squadron, and the four British and Turkish hostages on board one of the vessels which shall carry the commander in chief, or the lieutenant generals. They shall all be reciprocally delivered up on their arrival in France.

Answer—There shall be placed in the hands of the commander in chief of the French army, four officers of rank as hostages; namely, one officer of the navy, one officer of the British army, and two officers of the Turkish army. The commander in chief shall, in like manner place in the hands of the commander in chief of the British army, four officers of rank. The hostages shall be restored on both sides at the period of the embarkation.

“ Art. XXII. If any difficulties should arise during the execution of the present capitulation, they shall be amicably settled by the commissaries of the armies.

“ Answer—Granted.

(Signed)

“ KEITH, Admiral.

(Signed)

“ J. HELY HUTCHINSON, Lieutenant General commanding in chief.

(Signed)

“ HASSEIN Capitan PACHA.

(Signed) “ ABDOULLAH JACQUES FRANCOIS MENOU, General in Chief of the French army.

(A true Copy)

JAMES KEMPT, Lieutenant Colonel and Secretary.
VOL. III. R r

A.D.
1801

NORTH AMERICA.*

The *Cleopatra* and *Adromache* frigates commanded by captains Israel Pellew and Laurie, being on a cruize off the island of Cuba, attempted with their boats to cut out a convoy of Spanish vessels which were at anchor in Levita Bay, protected by three large gun vessels. The enemy expecting an attack, was prepared for their reception; and on the approach of the boats, discharged such a tremendous volley of grape and langrage as to occasion great slaughter. The boats, however, with intrepid bravery pushed on, boarded, and carried one of the gallies. The incessant fire from the enemy, which nearly destroyed all the boats, obliged the assailants to relinquish any further attempt and retreat to their ships.

The loss was Mr. Taylor, first lieutenant of the *Cleopatra*, two midshipmen of the *Andromache*, and nine seamen killed; one midshipman and sixteen men wounded.

In the month of July, the Bahama islands were visited by a dreadful hurricane, in which upwards of 120 vessels of different descriptions were lost, many people perished, and several plantations were considerably damaged.

LEEWARD ISLANDS.†

On the 8th of January, Captain Thomas Manby, in the *Bourdelois*, being on a cruize for the protection of the expected West India convoy, recaptured two of them which had been taken by *La Mouche*, French privateer; On the 29th, being to windward of Barbadoes on the same service, Captain Manby discovered two large brigs and a schooner to windward bearing down upon him. At six o'clock in the evening, he brought the largest brig to close action, the other two keeping at long shot distance. After a smart engagement of thirty minutes, his opponent was completely silenced and struck her colours; upon which the other brig and schooner made sail and got off, but not without being considerably damaged. The vessel taken, proved to be *Le Curieuse*, national corvette, pierced for 20 guns, but had only eighteen long nine pounders mounted, 468 men, commanded by Captain G. Radelet,

* Appendix, Chap. II. No. 423.

† Appendix, Chap. II. No. 424.

who died of his wounds, and about 50 of the crew were also killed or wounded. The Bourdelois had one man killed and seven wounded, among the number M. Barrie, first lieutenant, who continued at his quarters.

Captain Manby had not been in possession of his prize more than an hour, when it was found she was rapidly sinking, from the innumerable shot holes she had received; finding after every exertion, that it was impossible to save her, he ordered every body to quit her; but British humanity, whilst striving to extricate the wounded Frenchmen from destruction, weighed so forcibly with Mr. Archibald Montgomery and twenty brave followers, that they persevered in this meritorious service until the vessel sunk under them. The floating wreck buoyed up many from destruction; but Mr. Frederick Spence, and Mr. Auckland, midshipmen, with five of these gallant fellows unfortunately perished.

These vessels had been fitted out by Victor Hugues and sent from Cayenne, for the express purpose of intercepting the convoy.*

On the 18th, the boats of the Daphne and Cyane, commanded by Lieutenants M'Kenzies and Peachy, boarded, and in a most gallant manner, although moored to the shore, cut out from under a very strong battery at Trois Rivières, which kept up an incessant fire upon the boats, L'Eclair French armed schooner of 4 guns and 56 men. In this contest only two men were killed, and three wounded. The enemy three killed; the captain, two lieutenants and six men wounded.

On the 16th of March, Rear admiral Duckworth sailed from Martinico, with a squadron of ships of war and some transports, having on board a body of 1500 troops under the command of Lieutenant General Trigge, for the purpose of attacking and taking possession of the Neutral islands.†

Variable winds and calms prevented the fleet getting off St. Bartholomew till the 20th, on which morning they reached Grand Saline Bay; immediately every arrangement

* Ships.	Guns.	Men.	Commanders.
La Curieuse	18	168	George Radelet.
La Mutine	16	156	J. Raybeaux.
L'Esperance	12	52	Haymend.

† Appendix, Chap. II. No. 425.

A. D. 1801 was made for disembarking the troops, and proceeding to the attack; previous to which the General and Admiral to prevent delay, deemed it expedient to send Brigadier General Fuller, and Captain King of the Leviathan, with the following summons to the Governor.

“ By Lieut. General T. Trigge, and Rear Admiral John Thomas Duckworth, commanders in chief of his Britannic Majesty's land and sea forces, employed at the Windward and Leeward Islands, &c. &c.

“ The King our master, having viewed with the deepest concern, the unjust combination lately entered into between the Courts of Sweden, Denmark, and Russia, to support the principles of an armed neutrality, contrary to the law of nations and the positive stipulation of treaties; his Majesty, therefore, feels himself called upon to adopt such measures, as a conduct so hostile to the just and antient privileges of the British flag requires, on his part, for the maintenance and preservation of the best rights of his people, and in support of the most solemn treaties, thereby violated, and to consider, though with the greatest reluctance, those courts as enemies of Great Britain.

“ Feeling that resistance on your part, would only tend to increase the calamities of war, which it is our most earnest desire to alleviate; we have sent this summons by Brigadier General Fuller, of the land forces, and Captain King, of the royal navy, requiring you to surrender the island of St. Bartholomew, together with all ships and vessels, stores and public property of every description.

“ Knowing how ardently it is the desire of our Royal Master to avert the sufferings of individuals, and it being no less our own disposition and wish to soften their distresses, we take this opportunity to declare that the private property of the inhabitants will be respected, as well as whatever belongs to the subjects of the United States of America, and in case of immediate submission, that the laws, customs, and religious usages of the island, shall not be infringed.

Dated on board his Majesty's Ship Leviathan,
this 20th Day of March, 1801.

(Signed) “ THOMAS TRIGGE, Lieut. General,
J. T. DUCKWORTH, Rear Admiral.”

“ His Excellency the Governor
of St. Bartholomew.”

A letter

A letter was sent at the same time to the American merchants resident on the island, cautioning them not to claim any of the property which ought by right to be forfeited to the crown of Great Britain. A. D.
1801

After some little hesitation, the summons was accepted by the governor, and the island capitulated.

On the 23d and 24th, the rear admiral was joined by the *Profelyte* and *Coromandel*, with a reinforcement of troops, when it was determined by the general and admiral to proceed to the reduction of St. Martin's. At day-light on the 24th, they arrived off this island, and sent a similar summons to the governor to that of St. Bartholomew, to which a refusal being returned, a landing was instantly effected by a body of 3500 troops, under the command of Brigadier Generals Maitland and Fuller, assisted by a detachment of 200 seamen, commanded by Captain Ekins, of the *Amphitrite*, covered by the *Profelyte* and *Drake* brig. The heights in the approach to the town of Philipsbourg were carried after a smart skirmish, in which the enemy lost two field pieces, and 50 or 60 killed and wounded. The enemy, convinced that all opposition would be vain, and must lead to destruction, accepted a verbal summons sent in by Brigadier General Maitland. The terms of capitulation were accordingly signed and exchanged by midnight.

The commanders in chief having left a sufficient force for the security and protection of this island, failed to prosecute the further object of the expedition.

On the 28th, the island of St. Thomas, St. John's, and their dependencies, submitted to the British arms; and on the 31st, the island of Santa Cruz followed their example.*

On the 16th of April the French garrison evacuated St. Eustatia, which, with the island of Saba, were taken possession of by Captain Perkins, of the *Arab*, and Mr. Thompson, President of the island of St. Christopher's.

On the 22d of June, the *Intrepid* letter of marque belonging to Liverpool, commanded by Mr. John Pettigrew, in company with two others, on their passage to the West-Indies, fell in with, and after a running fight of two

* On the 6th of June, Lieutenant General Trigge and Rear Admiral Duckworth, were nominated Knights of the Bath.

A.D. 1801 hours, captured a Spanish frigate built ship, *El Galga*, mounting 24 six pounders, and 78 men, from *Rio de Plata*, bound to *Cadiz* with a valuable cargo. The *Intrepid* had one man only killed.

On the 16th of August, Captain S. Butcher, in the *Guachapin* brig of 16 guns, fell in with, between *St. Lucia* and *Martinico*, and after a brisk action captured *El Teresa* Spanish letter of marque, mounting 18 brass guns, 32 and 12 pounders, with 120 men.

The *Guachapin* had three men killed and three wounded.

JAMAICA.*

Nothing of any importance occurred on this station, excepting the death of Vice Admiral Lord Hugh Seymour, by which the naval service lost a most excellent and active officer, and those who knew him, a much esteemed and valuable friend.

On the 8th of July, Captain Quinton, his officers and crew, were acquitted by a court-martial for the loss of his Majesty's ship *La Legere*, which having sprung a leak, Captain Quinton was obliged to run a-shore near *Carthage*, to preserve the lives of his people.

On the night of the 10th of August, Captain Plampin, in the *Lowestoffe*, having charge of the homeward bound Jamaica fleet, run ashore on the N. E. end of *Heneager*; some of the convoy also shared the same fate; the crews of all the vessels were saved. The trade proceeded on their voyage with the *Acasta* and *Bonetta*.

On the 3d of September, Captain Plampin was tried by a court-martial on board the *Abergavenny* in *Port Royal* harbour, for the loss of his Majesty's late ship *Lowestoffe*; when it appeared on the clearest evidence, that the conduct of Captain Plampin was judicious in every respect; and that but for the sudden change of the current after dark, the whole of the convoy would have proceeded in safety through the Passage. The Court therefore, after mature consideration, fully acquitted Captain Plampin, his officers, and ship's company, of all blame in respect to the loss of the *Lowestoffe*, or the ships under convoy.

* Appendix, Chap. II. No. 426.

On the 16th, Vice Admiral Lord Hugh Seymour died A.D. 1801
on board the *Tisiphone* at sea; his lordship's remains
were brought home in the *Sting* schooner.

The command of his Majesty's Squadron on this station
devolved on Rear Admiral Robert Montagu.

On the 13th, the *Lark* sloop of war, commanded by
Lieutenant J. Johnstone, being on a cruize off the island
of Cuba, gave chase to an armed schooner, which at dark
took shelter within the Portillo reefs. The yawl and cutter
of the *Lark* were instantly dispatched with 16 men in each,
commanded by Lieutenant Pasley, to bring her out, which
service they performed in a most intrepid and gallant
manner, although the privateer was prepared for their re-
ception, and discharged a most furious volley of grape and
small shot on the approach of the boats.

She proved to be the *Esperance*, mounting one nine-
pounder and two four-pounders, with 45 men, 21 of whom
were killed, amongst whom were the captain and all the
officers; wounded six.

In the *Lark's* boats, one man killed; Mr. M'Cloud,
midshipman, and twelve wounded.

COAST OF AFRICA.

On the 3d of January, Sir Charles Hamilton, of the
Melpomene, being off the bar of the Senegal river, ob-
served a brig corvette and armed schooner at anchor within
it: conceiving it possible to carry these vessels by surprise,
and by these means possess himself of the battery at its en-
trance, at nine P. M. detached Lieutenant Dick, with 96
officers and men, from the *Melpomene* and African corps,
in five boats, to make the attempt. They were fortunate
enough to pass the heavy surf on the bar with the flood
tide, without accident, and unobserved by the battery; on
approaching within hail of the brig, the alarm was given,
and she discharged her two bow guns with such effect, that
Lieutenant Palmer, with seven seamen, were killed, and
two of the boats sunk. Notwithstanding this unfortunate
disaster, they gallantly boarded and carried the brig, after
an obstinate defence of twenty minutes; the schooner cut
her cable and run under the batteries, which kept up an
incessant fire on the boats. Lieutenant Dick having lost
two of his best boats, and many of his most able men killed
and wounded, judged any further attempts fruitless; he

A.D. therefore endeavoured to bring off his prize, but the ebb
1801 tide having made, and being totally unacquainted with the navigation, she took the ground. Finding it impossible to get her off, he took to the boats, and with much risk crossed the bar through a tremendous surf, and amidst a shower of grape shot and musketry from the batteries.

The loss sustained on this service was considerable; Lieutenant Palmer, of the navy; Lieutenant Vyvian, of the marines; one midshipman and eight men killed: Lieutenant Christie, of the African corps, one master's mate, surgeon's mate, and 15 men wounded.

The brig was totally destroyed: she was named the Senegal, belonging to the Republic, mounting 18 guns and 60 men.

Colonel Frazer, who commanded the forces on the coast of Africa, having received information that it was the intention of the French to equip a large Spanish ship which they were delivering of her cargo at Senegal, for the purpose of attacking the British settlements on the coast and at Sierra Leona; to counteract this project of the enemy, Colonel Frazer ordered Captain Lloyd, with a detachment of forty men, a few seamen from the merchant vessels lying at Gorée, and some blacks, to proceed in the government schooner, and endeavour to either take by surprize or destroy the enemy's force at Senegal. On the 12th of June the schooner arrived off the bar, and discovered a large ship about two miles from it, whose crew, on the schooner's approach, took to their boats and rowed a-shore. Upon boarding her, she was found to be a new Spanish ship, pierced for 30 guns; but being unloaded, stripped of her sails, rigging, &c. it was found impracticable to bring her off, she was therefore set on fire and consumed.

CAPE OF GOOD HOPE.*

The squadron under Vice Admiral Sir Roger Curtis, was extremely active and vigilant in watching the motions of the enemy's armed vessels at the Mauritius, and the different stations allotted them. No opportunity offered of any consequence by which the cruizers could distinguish their bravery and zeal. The only one deserving of notice, was performed by the Chance private ship of war fitted out at

* Appendix, Chap. II. No. 427.

the Cape, of which the following is the account given to A.D.
Sir Roger Curtis, by Mr. William White, her com- 1801
mander.

“ At four P. M. on the 19th of August, the island St. Laurence bearing N. E. two leagues, saw a large ship bearing down towards us; at nine brought her to close action, and engaged her within half pistol shot for an hour and a half; but finding her metal much heavier than ours, and full of men, boarded her on the starboard quarter, lashing the Chance's bowsprit to her mizen-mast, and, after a desperate resistance of three quarters of an hour, beat them off the upper deck, but they still defended from the cabin and lower deck with long pikes, in a most gallant manner, till they had twenty-five men killed, and twenty-eight wounded, of whom the captain was one; getting final possession, she was so close to the island, that with much difficulty we got her off shore, all her braces and rigging being cut to pieces by our grape shot. She proved to be the new Spanish ship Amiable Maria, of about 600 tons, mounting 14 guns, 18 twelve and nine pounders, brass, and carrying 120 men, from Conception, bound to Lima, laden with corn, wine, bale goods, &c. On this occasion I am much concerned to state, Mr. Bennett, a very valuable and brave officer, was so dangerously wounded, that he died three days after the action; the second and fourth mates, marine officer, and two seamen badly wounded by pikes, but since recovered. On the 20th, both ships being much disabled, and having more prisoners than crew, I stood close in and sent 86 on shore in the large ship's launch to Lima: we afterwards learned that 17 of the wounded had died.

At four A. M. on the 24th of September, standing in to cut out from the roads of Pana, in Guignill Bay, a ship that I had information of, mounting 22 guns, fell in with a large Spanish brig with a broad pendant at her main-top-mast head: at five she commenced her fire on us, but she being at a distance to windward, and desirous to bring her to close action, we received three broadsides before a shot was returned. At half past five, being yard-arm and yard-arm, commenced our fire with great effect; and after a very severe action of two hours and three quarters, during the latter part she made every effort to get away, I had the honour to see the Spanish flag struck to the Chance. She proved

A.D. 1801 proved to be the Spanish man of war brig *Limano*, mounting 18 long six pound guns, commanded by Commodore Don Philip de Martinez, the senior officer of the Spanish marine on that coast, and manned with 140 men, sent from Guignill, for the express purpose of taking the *Chance*, and then to proceed to the northward to take three English whalers laying in one of their ports: she had 14 men killed, and seven wounded; the captain mortally wounded, who died two days after the action. The *Chance* had two men killed, and one wounded, and had only fifty men at the commencement of the action, mounting 16 guns, twelve and six pounders.

EAST INDIES.*

Vice Admiral Rainier still continued to command on this station. The enemy not having any force excepting two or three frigates at the Mauritius, and some small privateers, the squadron was stationed so as to give every necessary protection to the China and India trade.

About half past eight on the morning of the 19th of August, the *Sybill* frigate, Captain Charles Adams, being off the Seychelles, observed signals flying on one of the islands; upon which he hoisted French colours, and stood round the island, when he discovered a large French frigate at anchor in the roads, the passage to which was extremely intricate, formed by many dangerous shoals. Captain Adams, at all hazards, was resolved to stand in and attack her; for this purpose he made every necessary preparation, and steered in by the pilotage of a man placed at the mast-head to look out for shoal water. At ten the enemy fired a shot and hoisted her colours; in a quarter of an hour after Captain Adams having passed the most dangerous shoals, and got within a cable's length of his opponent, which was as close as the depth of water would admit, came to an anchor with a spring on her cable, hoisted English colours, and at twenty-five minutes past ten commenced a smart fire, which was instantly returned by the frigate, and from a raking battery on the shore, constructed by the frigate's people, and mounted with four eight pounders, from whence red hot shot was frequently fired. After a severe contest of about 20 minutes the enemy struck

* Appendix, Chap. II. No. 418.

his colours. She proved to be La Chifforne, mounting 28 twelve pounders on the main deck, six eight pounders, and four 36 pound carronades on the quarter-deck, and 4 eight pounders on the forecastle, commanded by M. Guieysset, with a complement of 250 men, 23 of whom were killed, 30 wounded, and several escaped on shore. A.D. 1801

The Sybille had only two killed, and a midshipman wounded.*

La Chifforne had sailed from Nantz on the 14th of April, for the purpose of landing thirty-two persons on the Seychelles, who had been suspected of being concerned in an attempt on the life of the first Consul of the French Republic.

Being quite a new frigate, and completely equipped, Admiral Rainier purchased her into the service.

* Captain Adams was presented with an elegant sword, value 200 guineas, by the Madras Insurance Company.

A.D. 1801 *An Account of the Money which has been raised by Voluntary Subscriptions during the late War, for the benefit of the Wounded Officers, Seamen, Marines, and Soldiers, and for the Widows and Families of such as have been killed in battle.*

<i>Date.</i>	<i>For what service.</i>	<i>Money raised.</i>
Feb. 16, 1793.	General, at Crown and Anchor, Strand.	£ 27,218 17 7
June 1, 1794.	Lord Howe's action	21,281 19 11
Feb. 14, 1797.	Earl St. Vincent's ditto,	2,614 12 4
June, 1797.	Mutiny at the Nore,	7,576 2 0
Oct. 11, 1797.	Vif. Duncan's action,	52,609 10 10
August 1, 1798.	Lord Nelson's ditto,	38,436 8 3
Autumn, 1799.	Expedition to Holland,	17,698 4 5
April 2, 1801.	Attack at Copenhagen	15,587 11 3
July 5 and 13, 1801.	} Sir J. Saumarez's actions	667 16 0
August, 1801.	Attack of Boulogne	640 0 0
October, 1801.	Expedition to Egypt	9,000 0 0
Total,		£ 193,331 2 7

Exclusive of a subscription made by the West-India Merchants and Planters, for the benefit of the families of the seamen, marines and soldiers who should either be killed in battle, or fall a sacrifice to the climate.

A most liberal subscription was also made to furnish the troops on the Continent with warm clothing.

Some of the resolutions entered into by the Committee for the subscription to Lord Duncan's victory, fully evince that no trouble has been spared to discover and relieve, to the greatest extent, such objects, foreigners as well as British, who were entitled to their bounty.

The following are abstracts taken from the said resolutions, which claim public notice.

" Out of one thousand and forty cases, returned to the Committee as killed or wounded in this gallant engagement, they have happily, with the exception of thirty-six cases,* found out, and given gratuities or annuities to all the parties, or their families and relatives, exclusively of twenty-two who have lost all claim to gratuities by desertion, or who were not, upon further enquiries, found to have been wounded.

* I have since learnt that several of these have been found out, and relieved by this excellent charity.

" Gratuities

“Gratuities have been paid either directly to the parties themselves, or to their families; and monies have been frequently lodged in the hands of friends, for their benefit, under the sanction of the Committee, to be paid by instalments, for their relief, or for the apprenticeship of children. In cases of death, attention has been paid, under similar trusts, to the widows, and to the fatherless, or to the relatives of the deceased. A. D. 1801

“Annuities have been granted to the families of the killed, or to those who have lost sight or limb, or who have been disabled by wounds from providing for themselves or their families: and care will be taken to secure the annual payment of the same, under certain regulations and certificates, free of all expence to the parties interested.

“Relief has not been confined to British subjects only; but every attention has been paid to foreigners who were on board the fleet, they having by their services acquired a natural and a national claim; to gratuities for their sufferings in defence of this country.

“A sum has been reserved for the thirty-six cases which the Committee have not been able yet to find out. As most of the cases are those of foreigners, it is intended to advertise them again; and, if claimants are not found within twelve months, to recommend the gratuities, that then may be due to foreigners, to be paid over to the ministers, or heads, of foreign churches, or communities, in London, or to the Consuls of the different nations to which the seamen respectively belong, for the benefit and relief of those foreign and distressed seamen that may frequent our ports in time of peace.

“The Committee, wishing to make some further provision for the children and families of those who were killed or wounded on the 11th of October, 1797, beg to recommend a sum to be given to the Merchant-Seamen's Office, to the Marine Society, and to the Naval Asylum, respectively, for the benefit of such children and families as may stand in need of relief from those institutions.

“The Committee, in discharge of the trust reposed in them, think it their duty briefly to state the amount of Receipts and Disbursements, and to recommend to a General Meeting of Subscribers the appropriation of any eventual balance, and of any unclaimed gratuities, after a certain period, to public institutions and objects ultimately connected

A. D. 1801. nected with the relief and support of that useful class of men, who have ever formed the great strength and nursery of the commerce and of the navy of Great Britain.

General Statement of the Account.

RECEIVED.		£.	s.	d.
Subscription by the Committee in London		42,162	10	0
Dividends and profit on sale of navy and Exchequer Bills	- -	6,897	13	0
		49,060	3	2
Subscription by the Committee in Scotland	-	£ 3,324	10	9
Interest ditto	-	224	16	11
		3549	7	8
Total,		52,609	10	10

DISBURSEMENTS.				
In gratuities and annuities paid, granted, and voted	- - -	49,073	15	0
Advertisements	- -	891	13	0
Postage of letters, printing, stationary, and petty expences	- -	266	18	5
St. Thomas's Hospital, for the reception and care of wounded men	- -	100	0	0
Committee-rooms, secretary, and assistants, for four years	- -	1162	14	7
Voted 100 guineas to J. Bedingfield, Esq. Inspector, Navy Pay-Office, for useful communications; but, the acceptance of the same having been declined, this sum has been presented to the Merchant's Seaman's Office, the Marine Society, and the Naval Asylum	- -	105	0	0

RECOMMENDED.				
To the Merchant's Seamen Office	-	210	0	0
Marine Society	- -	210	0	0
Naval Asylum	- -	210	0	0
		52,230	1	0
Balance in hand	-	379	9	10
		£ 52,609	10	10
		<i>Return</i>		

Return of Killed and Wounded.

A. D.

1801

From the returns made soon after the action it appears, that

515 had returned upon duty.

16 died of their wounds on-board, or in hospitals.

171 were discharged.

22 run away, or were not found to be wounded.

71 were without any specific return, but most of the officers and seamen have been on duty and relieved.

795

17 additional returns since received and relieved.

812 wounded.

228 killed.

1040 Total.

Out of the 171 discharged, a great number, that have been relieved, have since been turned over to, or have been found serving on board different ships of war.

FINIS.

of the New York Public Library, Astor, Lenox and Tilden Foundations

Acquired from the collection of the New York Public Library, Astor, Lenox and Tilden Foundations

Gift of the New York Public Library, Astor, Lenox and Tilden Foundations

On the 1st of January 1900, the New York Public Library, Astor, Lenox and Tilden Foundations

has received from the New York Public Library, Astor, Lenox and Tilden Foundations

the following books, which have been added to the collection of the New York Public Library, Astor, Lenox and Tilden Foundations

and are now on hand in the library of the New York Public Library, Astor, Lenox and Tilden Foundations

and are now on hand in the library of the New York Public Library, Astor, Lenox and Tilden Foundations

SUPPLEMENT.

Particulars relative to the Blockade of Malta.

A. D.
1798

ON the 13th of October, Captain Alexander John Ball relieved the Marquis de Niza*, at the blockade of Malta. Soon after Lord Nelson arrived, and, upon the surrender of Gozo, his lordship failed, leaving Captain Ball, with the *Alexander*, *Audacious*, *Goliath*, and several other smaller vessels of war, to prevent succours being sent to the French. †

In March, 1799, the Maltese in the country began to divide into parties, and were destroying each other. The people were plundering the country, imprisoning and putting to death respectable men without trial. These outrages had so violent an effect on the mind of their chief that he lost his senses. 1799

The anarchy which prevailed throughout the country, created great alarm on the minds of the inhabitants, who were induced, at this critical period, to solicit Captain Ball to land, and take upon himself the civil and military command of the island, with which he complied; and succeeded so much to their satisfaction, that they sent a deputation to his Sicilian Majesty and Admiral Lord Nelson, to request Captain Ball might be appointed governor, to which they acceded.

In June, about 300 marines were landed from the ships of war commanded by Major Weir, who acquitted themselves with great credit. Major Weir was afterwards appointed to the command of a Maltese regiment, raised for two years, which he brought into a state of discipline which procured him the thanks and approbation of the generals who inspected them.

On the 9th of December, Commodore Sir Thomas Troubridge arrived and took the command of the blockad-

* See page 142.

† See page 154.

ing squadron, in which situation he acquitted himself with that zeal and abilities which he had displayed on many former occasions.

A.D. 1800 In May, 1800, he was ordered to England, to fill the important station of captain of the channel fleet, under Earl St. Vincent.

Captain George Martin, being the next senior officer, succeeded to command the squadron to the time of the surrender of the island. Captain Ball remained on shore in his former capacity, until he was appointed naval commissioner at Gibraltar.

A List of the British Ships employed at different Periods at the Blockade of Malta, arranged according to the Time they were longest there.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Alexander	74	Capt. A. J. Ball
Audacious	74	— D. Gould
Goliath	74	— T. Foley
Culloden	74	— Sir T. Troubridge
Lion	64	— Manly Dixon
Stately	64	— Geo. Scott
Minotaur	74	— T. Lewis
Foudroyant	80	{ Rear Adm. Lord Nelson Capt. Sir Edw. Berry
Genereux	74	
Strombole (B. S.)	8	— J. Broughton
Succes	32	— S. Peard
Princess Charlotte	40	— J. Stevenson
Santa Terefa	40	— H. Downman
Emerald	36	— T. M. Waller
Minerva	40	— G. Cockburne
Incendiary (F. S.)	14	— S. Dunn
Bonne Citoyenne	20	— F. J. Maling

Letters from Captain Sir William Sidney Smith to Admiral Lord Keith, giving an Account of the Services performed by the Navy Battalion under his Command, acting with the Army on Shore.

A. D.
1801

" British Camp, on the Heights, three miles from Alexandria, 14th March, 1801.

" MY LORD,

" IT would be superfluous for me to relate to your lordship the admirable manner in which the officers and men you appointed me to command went into action with me, on the day of the disembarkation, as you were yourself a witness of the gallant and judicious conduct of Captains Maitland and Stewart, in covering the flanks of the line with the armed launches; and must, as well as myself, have admired the bravery, activity, and perseverance of Captains Ribouleau, Guion, Saville, Burn, and Hillyar, together with that of the officers and seamen under their orders; by whose unparalleled exertions the cannon were disembarked at the same moment with the troops, and moved forward with them in action. If I were to say any thing particular in praise of Lieutenants Prevost, Hillier, Campbell, and Fisher, who were nearest me, and conducted themselves to my entire satisfaction, it would be injustice to Lieutenants Cameron, Davis, and Stoddart, who, though hidden from my view by the intervening sand hills, must have been equally well, and as successfully employed in other parts of the line, the result having been so completely satisfactory to Sir Ralph Abercromby, as to induce him to extend the most unequivocal praise to the whole of the naval officers and men, as well afloat as on shore; saying, that without our exertions he could not have brought his brave troops into action as he did. The determined courage of this gallant army in the close contest they had to maintain with the enemy on the beach, at the critical time of forming, secured the victory to us on that day; and it is with heart-felt satisfaction that I have now to congratulate your lordship on the brilliant success of the army yesterday. If we admired their cool orderly conduct, and determined bravery on the 8th, how much more must we be struck with those characteristic qualities in the superior degree wherein they were displayed on this occasion; the

A. D.
1801

troops marched into battle, and forced the enemy's strong position on the heights, between the head of the lake Mahadic and the sea, with the same regularity and ease that exercise, on an ordinary field day, is performed, in spite of an opposition, which is reckoned more strenuous than any the troops have met with before from the enemy in other countries; it would not become me to attempt describing the manœuvres by which this victory was obtained; it is incumbent on me, however, to make known to your lordship, that the Commander in Chief has again been pleased to express his approbation of the exertions of the seamen and their officers; and I am happy in being able to testify that their conduct was, if possible, more praise-worthy than on the day of disembarkation, the labour they had to go through was considerably greater, and the fire they had to undergo in the passive employment of dragging up cannon for more able gunners to fire, was much more heavy, and of longer duration. It is impossible to distinguish any particular officer, where all behaved equally well, each doing his utmost to keep the guns up with the line; which was, of course, difficult in sandy uneven ground, when the troops pressed forward in their eager approach to, and ardent pursuit of, the enemy. The great anxiety and laudable efforts of Lieutenants Fisher and Davies, with petty officers and men, at the Swiftsure's and Northumberland's field pieces, at a most trying moment, enabled them to recover their station in the line, which they had lost only by the impossibility of keeping up with the troops: such service, under a heavy fire of grape and musquetry, could not be performed without loss; that of the Tigre's men has been the greatest; but Lieutenant Hillier informs me, the remainder redoubled their exertions, and brought the guns on most opportunely, at the moment the 90th repulsed a charge of cavalry. Captain Ribouveau, the senior commander, exerted himself in the most praise-worthy manner, along the whole line on shore, together with Captains Guion, Saville, and Burn, each in his division: Captain Hillyar kept the enemy in check, on the left, by the occasional fire of the armed flat boats on the lake, and the troops on that flank seem sensible of their utility, in preventing the enemy's numerous cavalry from attempting to turn them where the isthmus widens into a plain. Lieutenant Woodhouse, of the Foudroyant, (a volunteer on the ground) very

very handsomely offered his service to supply the place of Lieutenant Wright, who was actively employed near Sir Ralph Abercromby, and undertook to convey my orders along the line on foot, which was particularly acceptable and useful, at a time when my orderly dragoon was wounded, and both our horses disabled by a discharge of grape; I have to request your lordship, to excuse his delay in returning to his duty on board, as I undertook to justify his stay in the field. We are now on the heights at the head of the lake Mahadic, with our left to the canal of Alexandria, and our right to the sea; the enemy occupy a very strong position on the ridge immediately between us and the Rosetta gate of Alexandria. I have made an excursion, with a few dragoons, on the road to Demanhour, to open an intercourse with the Arabs; I find them friendly, and the markets begin to be supplied. We are all much indebted to Captain Cochrane, and the officers under him, for the ample supplies of ammunition and provisions which he has forwarded to the army by the lake; the boats crews of the whole fleet have been indefatigable in this important service. Eleven French boats, seized on the enemy's right by Lieutenant Wright, have been likewise employed therein, under Captain Hillyar, and also in conveying the wounded, both English and French, to the hospital, so that none remained the night on the field of battle. The Commander in Chief expresses himself very grateful to the navy for their humane exertions on this occasion, and I am happy in observing, that both services seem sensible of the support they mutually give each other in the operations, so that the utmost harmony prevails.

"I have, &c.

(Signed)

"W. SIDNEY SMITH."

Admiral Lord Keith, K. S.

&c. &c. &c.

Camp, 22d March, 1801.

"MY LORD,

"THE menaced attack of our whole line, as announced by the friendly Arab, whose letter I transmitted to the Commander in Chief, and to your lordship, took place just before day-light yesterday morning. The army was under arms to receive the enemy; the same

A. D. 1801 order, steadiness, and courage which gave victory to our excellent army on the two former occasions, has again given us a most complete one. The enemy have been repulsed with great loss, such as ought to make General Menou, who commanded in person, respect our troops too much to risk a second attempt of the kind; at all events, we are prepared to receive him. I was in too much pain to enter into any details in writing last night, having received a violent contusion from a musket ball, which glanced on my right shoulder: the pain has subsided, and I am enabled, by the surgeon's report, to say, that if the fever does not increase, I may still continue my duty, which I am particularly anxious to do at this crisis of our affairs, when either another battle, or a happy issue to the negociation your lordship has been pleased to authorise me to enter into in your name, conjointly with Sir Ralph Abercromby, must bring them to a speedy conclusion. I am apprehensive lest matters should be delayed by the absence of that excellent man, the wounds he has received having been found to be worse than he would at first admit; I met with him in the field, in a most perilous situation, surrounded by French dragoons, with the sword of their commanding officer in his hand, which he had wrested from him, after having received a thrust, which glanced on his breast; I gave his excellency my horse of course. General Stewart's brigade brought down most of the French horsemen singly, who were coming back through the interval in our line, and making off, having been roughly handled by the 42d regiment. The Swiftsure's seamen secured me a horse among those of the French dragoons; the push was a most desperate one on the part of the enemy, but General Moore's brigade, as usual, found itself equal to bearing the brunt of it. Enclosed are a series of letters from General Menou, and the chief of the French staff, to General Roiau, together with the general orders for the attack, found on the field of battle, which prove that the enemy had assembled all the force they could spare from the defence of Cairo (particularly cavalry) in order to make a decisive action of this; they have bought the experience of their inferiority dearly. Our position was precisely the same as that we drove them from on the 13th. I cannot conclude without expressing my approbation of the manner in which Captain Maitland executed the orders I gave him, to place him.

himself with his armed vessels on the sea-side so as to flank the front of our redoubt on the right, the attack on which was considerably checked, when his fire opened on the enemy's left wing, the attack on our left having been a mere feint. Captain Hillyar, who commanded the armed flat boats on the lake, had no opportunity of renewing his exertions on that side. Captain Ribouleau, the captains, officers, and seamen attached to the field pieces in the line, behaved with their usual energy and bravery; they have been indefatigable in the execution of all the arduous duties required of them, and merit your Lordship's approbation. The weight of the attack bearing on the right, Captain Guion, Lieutenant Davies, &c. and those on that wing had the greatest opportunity of distinguishing themselves. The Turkish marines are landing, and the natives come in, both naturally look to the person who has been so long invested with authority from their sovereign, and the re-opening of the market has been the first good effect of this victory. The preservation of harmony, good order, and the due admiration of justice occupy me at present.

" I have the honour to be, &c.

(" Signed) W. SIDNEY SMITH."

Admiral Lord Keith, K. B.

&c. &c. &c.

The DEFINITIVE TREATY OF PEACE, between his Britannic Majesty, and the French Republic, his Catholic Majesty, the Batavian Republic. Signed at Amiens, the 27th day of March, 1802.

1802

" His Majesty the King of the United Kingdom of Great Britain and Ireland, and the First Consul of the French Republic, in the name of the French People, being animated with an equal desire to put an end to the calamities of war, have laid the foundation of peace in the Preliminary Articles signed at London, the first of October, one thousand eight hundred and one (Ninth Vendemaire, Year Ten.)

" And as by the fifteenth article of the said preliminaries, it has been stipulated that Plenipotentiaries should be named on each side, who should proceed to Amiens for the purpose of concluding a Definitive Treaty, in concert with the allies of the contracting powers ;

" His Majesty the King of the United Kingdom of Great Britain and Ireland has named for his Plenipoten-

A D. 1802 tiary the Marquis Cornwallis, Knight of the Most Illustrious Order of the Garter, Privy Counsellor to his Majesty, General of his Armies, &c. ; the First Consul of the French Republic, in the name of the French People, the Citizen Joseph Bonaparte, Counsellor of State ; his Majesty the King of Spain and of the Indies, and the Government of the Batavian Republic, have named for their Plenipotentiaries, viz. his Catholic Majesty Don Joseph Nicolas de Azara, his Counsellor of State, Knight, Great Cross of the Order of Charles III. his said Majesty's Ambassador Extraordinary to the French Republic; &c. and the Government of the Batavian Republic Róger John Schimmelpenninck, their Ambassador Extraordinary to the French Republic; who, after having duly communicated to each other their full powers, which are transcribed at the end of the present Treaty, have agreed upon the following articles:

“ ART. I. There shall be peace, friendship, and good understanding between his Majesty the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, on the one part; and the French Republic, his Majesty the King of Spain, his heirs and successors, and the Batavian Republic, on the other part. The contracting parties shall give the greatest attention to maintain between themselves and their States a perfect harmony, and without allowing, on either side, any kind of hostilities, by sea or by land, to be committed for any cause or under any pretence whatsoever.

“ They shall carefully avoid every thing which might hereafter affect the union happily re-established, and they shall not afford any assistance or protection, directly or indirectly, to those who should cause prejudice to any of them.

“ ART. II. All the prisoners taken on either side, as well by land as by sea, and the hostages carried away or given during the war, and to this day, shall be restored, without ransom, in six weeks at latest, to be computed from the day of the exchange of the Ratifications of this present Treaty, and on paying the debts which they have contracted during their captivity. Each contracting party shall respectively discharge the advances which have been made by any of the contracting parties for the subsistence and maintenance of the prisoners in the country where they have been detained. For this purpose a commission shall be

be appointed by agreement, which shall be specially charged to ascertain and regulate the compensation which may be due to either of the contracting powers. The time and place where the commissioners, who shall be charged with the execution of this article, shall assemble, shall also be fixed upon by agreement; and the said commissioners shall take into account the expences occasioned not only by the prisoners of the respective nations, but also by the foreign troops who, before they were made prisoners, were in the pay or at the disposal of any of the contracting parties.

“ART. III. His Britannic Majesty restores to the French Republic, and her allies; namely, his Catholic Majesty and the Batavian Republic, all the possessions and colonies which belonged to them respectively, and which had been occupied or conquered by the British forces in the course of the war, with the exception of the island of Trinidad, and the Dutch possessions in the island of Ceylon.

“ART. IV. His Catholic Majesty cedes and guarantees in full right and sovereignty to his Britannic Majesty the island of Trinidad.

“ART. V. The Batavian Republic cedes and guarantees in full right and sovereignty to his Britannic Majesty all the possessions and establishments in the island of Ceylon, which belonged, before the war, to the Republic of the United Provinces, or to their East-India Company.

“ART. VI. The Cape of Good Hope remains in full sovereignty to the Batavian Republic, as it was before the war.

“The ships of every description belonging to the other contracting parties shall have the right to put in there, and to purchase such supplies as they may stand in need of as heretofore, without paying any other duties than those to which the ships of the Batavian Republic are subjected.

“ART. VII. The territories and possessions of her most Faithful Majesty are maintained in their integrity, such as they were previous to the commencement of the war.

“Nevertheless, the limits of French and Portuguese Guiana shall be determined by the river Arawari, which falls into the ocean below the North Cape, near the Isle Neuve, and the Island of Penitence, about a degree and one-third of north latitude. These limits shall follow the course of the river Arawari, from that of its mouth, which is at the greatest distance from the North Cape to its source, and thence in a direct line from its source to the

A.D. 1802 the river Branco, towards the West. The northern bank of the river Arawari, from its mouth to its sources, and the lands which are situated to the north of the line of the limits above fixed, shall consequently belong in full sovereignty to the French Republic. The southern bank of the said river from its source, and all the lands to the southward of the said line of demarkation, shall belong to her most Faithful Majesty. The navigation of the river Arawari shall be common to both nations.

“ The arrangements which have taken place between the Courts of Madrid and of Lisbon, for the settlement of their frontiers in Europe, shall, however, be executed conformably to the treaty of Badajoz.

“ ART. VIII. The territories, possessions, and rights of the Ottoman Porte, are hereby maintained in their integrity, such as they were previous to the war.

“ ART. IX. The Republic of the Seven Islands is hereby acknowledged.

“ ART. X. The islands of Malta, Gozo, and Comino, shall be restored to the Order of St. John of Jerusalem, and shall be held by it upon the same conditions on which the Order held them previous to the war, and under the following stipulations :

“ 1. The Knights of the Order, whose Langues shall continue to subsist after the exchange of the Ratifications of the present Treaty, are invited to return to Malta as soon as that exchange shall have taken place. They shall there form a general chapter, and shall proceed to the election of a Grand Master, to be chosen from amongst the natives of those nations which preserve Langues, if no such election shall have been already made since the exchange of the Ratifications of the Preliminary Articles of Peace. It is understood that an election which shall have been made subsequent to that period, shall alone be considered as valid, to the exclusion of every other which shall have taken place at any time previous to the said period.

“ 2. The Governments of Great Britain and of the French Republic, being desirous of placing the Order of Saint John, and the island of Malta, in a state of entire independence on each of those powers, do agree, that there shall be henceforth no English nor French Langues ; and that no individual belonging to either of the said powers, shall be admissible into the Order.

“ 3. A

“ 3. A Maltese Langue shall be established, to be supported out of the land revenues and commercial duties of the island. There shall be dignities, with appointments, and an Auberge appropriated to this Langue; no proofs of nobility shall be necessary for the admission of Knights into the said Langue; they shall be competent to hold every office, and to enjoy every privilege in the like manner as the Knights of the other Langues. The municipal, revenue, civil, judicial, and other offices under the government of the Island, shall be filled, at least in the proportion of one half, by native inhabitants of Malta, Gozo, and Comino. A.D. 1802

“ 4. The forces of his Britannic Majesty shall evacuate the island and its dependencies within three months after the exchange of the Ratifications, or sooner if it can be done; at that period the island shall be delivered up to the Order in the state in which it now is, provided that the Grand Master, or Commissioners, fully empowered according to the statutes of the Order, be upon the island to receive possession; and that the force to be furnished by his Sicilian Majesty, as hereafter stipulated, be arrived there.

“ 5. The garrison of the island shall, at all times, consist at least one half of native Maltese; and the Order shall have the liberty of recruiting for the remainder of the garrison from the natives of those countries only that shall continue to possess Langues. The native Maltese troops shall be officered by Maltese, and the supreme command of the garrison, as well as the appointment of the officers, shall be vested in the Grand Master of the Order; and he shall not be at liberty to divest himself of it, even for a time, except in favour of a Knight of the Order, and in consequence of the opinion of the Council of the Order.

“ 6. The independence of the islands of Malta, Gozo, and Comino, as well as the present arrangement, shall be under the protection and guarantee of Great Britain, France, Austria, Russia, Spain, and Prussia.

“ 7. The perpetual neutrality of the Order and of the island of Malta, and its dependencies, is hereby declared.

“ 8. The ports of Malta shall be open to the commerce and navigation of all nations, who shall pay equal and moderate duties. These duties shall be applied to the support of the Maltese Langue, in the manner specified in paragraph

A. D. graph 3, to that of the civil and military establishments of
1802 the island, and to that of a Lazaretto, open to all flags.

“ 9. The Barbary States are excepted from the provisions of the two preceding paragraphs, until by means of an arrangement to be made by the contracting parties, the system of hostility, which subsists between the said Barbary States, the Order of St. John, and the powers possessing Langues, or taking part in the formation of them, shall be terminated.

“ 10. The Order shall be governed, both in *spiritual* and temporal matters, by the same statutes that were in force at the time when the Knights quitted the island, so far as the same shall not be derogated from by the present Treaty.

“ 11. The stipulations contained in paragraphs 3, 5, 7, 8, and 10, shall be converted into laws and perpetual statutes of the Order, in the customary manner. And the Grand Master (or if he should not be in the island at the time of its restitution to the Order, his representative), as well as his successors, shall be bound to make oath to observe them punctually.

“ 12. His Sicilian Majesty shall be invited to furnish two thousand men, natives of his dominions, to serve as a garrison for the several fortresses upon the island. This force shall remain there for one year from the period of the restitution of the island to the Knights; after the expiration of which term, if the Order of St. John shall not, in the opinion of the guarantying powers, have raised a sufficient force to garrison the island and its dependencies, in the manner proposed in paragraph 5, the Neapolitan troops shall remain, until they shall be relieved by another force, judged to be sufficient by the said powers.

“ 13. The several powers specified in paragraph 6, viz. Great Britain, France, Austria, Russia, Spain, and Prussia, shall be invited to accede to the present arrangement.

“ ART. XI. The French forces shall evacuate the kingdom of Naples, and the Roman territory; the English forces shall in like manner evacuate Porto Ferrajo, and generally all the ports and islands which they may occupy in the Mediterranean or in the Adriatic.

“ ART. XII. The evacuations, cessions, and restitutions, stipulated for by the present Treaty, except where otherwise expressly provided for, shall take place in Europe

rope within one month ; in the continent and seas of America, and of Africa, within three months ; and in the continent and seas of Asia, within six months after the Ratification of the present Definitive Treaty. A.D.
1802

“ ART. XIII. In all the cases of restitution agreed upon by the present Treaty, the fortifications shall be delivered up in the state in which they may have been at the time of the signature of the Preliminary Treaty ; and all the works which have been constructed since the occupation, shall remain untouched.

“ It is farther agreed, that in all the cases of cession stipulated, there shall be allowed to the inhabitants, of whatever condition or nation they may be, a term of three years, to be computed from the notification of this present Treaty, for the purpose of disposing of their property acquired and possessed either before or during the war, in which term of three years they may have the free exercise of their religion and enjoyment of their properties.

“ The same privilege is granted in the countries restored to all those, whether inhabitants or others, who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

“ With respect to the inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, disturbed, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to any of the contracting powers, nor on any other account, except that of debts contracted to individuals, or on account of acts posterior to the present Treaty.

“ ART. XIV. All sequestrations imposed by any of the parties on the funded property, revenues, or debts of whatever description, belonging to any of the contracting powers, or to their subjects or citizens, shall be taken off immediately after the signature of this Definitive Treaty. The decision of all claims brought forward by individuals, the subjects or citizens of any of the contracting powers respectively, against individuals, subjects or citizens of any of the others, for rights, debts, property, or effects whatsoever, which, according to received usages and the law of nations ought to revive at the period of peace, shall be heard and decided before competent tribunals ; and in all cases

A.D. cases prompt and ample justice shall be administered in the
1802 countries where the claims are made.

“ART. XV. The fisheries on the coast of Newfoundland, and of the adjacent Islands, and of the Gulph of St. Lawrence, are replaced on the same footing on which they were previous to the war; the French fishermen and the inhabitants of St. Pierre and Miquelon shall have the privilege of cutting such wood as they may stand in need of in the Bays of Fortune and Despair, for the space of one year from the date of the notification of the present Treaty.

“ART. XVI. In order to prevent all causes of complaint and dispute which may arise on account of prizes which may have been made at sea, after the signature of the Preliminary Articles, it is reciprocally agreed, that the vessels and effects which may have been taken in the British Channel, and in the North Sea, after the space of twelve days, to be computed from the exchange of the Ratifications of the said Preliminary Articles, shall be restored on each side; that the term shall be one month from the British Channel and the North Seas, as far as the Canary Islands inclusively, whether in the Ocean or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place.

“ART. XVII. The ambassadors, ministers, and other agents of the contracting powers, shall enjoy respectively in the states of the said powers, the same rank, privileges, prerogatives, and immunities, which public agents of the same class enjoyed previous to the war.

“ART. XVIII. The branch of the House of Nassau, which was established in the Republic formerly called the Republic of the United Provinces, and now the Batavian Republic, having suffered losses there, as well in private property as in consequence of the change of constitution adopted in that country, an adequate compensation shall be procured for the said branch of the House of Nassau for the said losses.

“ART. XIX. The present Definitive Treaty of Peace is declared common to the Sublime Ottoman Porte, the ally of his Britannic Majesty; and the Sublime Porte shall be invited to transmit its act of accession thereto, in the shortest delay possible.

“ART.

“ ART. XX. It is agreed that the contracting parties shall, on requisitions made by them respectively, or by their ministers or officers duly authorised to make the same, deliver up to justice, persons accused of crimes of murder, forgery, or fraudulent bankruptcy, committed within the jurisdiction of the requiring party; provided that this shall be done only when the evidence of the criminality shall be so authenticated as that the laws of the country where the person so accused should be found would justify his apprehension and commitment for trial, if the offence had been there committed. The expences of such apprehension and delivery shall be borne and defrayed by those who make the requisition. It is understood that this article does not regard in any manner crimes of murder, forgery, or fraudulent bankruptcy committed antecedently to the conclusion of this Definitive Treaty. A.D. 1802

“ ART. XXI. The contracting parties promise to observe sincerely and *bona fide* all the articles contained in the present Treaty; and they will not suffer the same to be infringed, directly or indirectly, by their respective subjects or citizens; and the said contracting parties generally and reciprocally guaranty to each other all the stipulations of the present Treaty.

“ ART. XXII. The present Treaty shall be ratified by the contracting parties in thirty days, or sooner if possible, and the Ratifications shall be exchanged in due form at Paris.

“ In witness whereof, we, the underwritten Plenipotentiaries, have signed with our hands, and in virtue of our respective full powers, the present Definitive Treaty, and have caused our respective seals to be affixed thereto.

“ Done at Amiens, the twenty-seventh day of March one thousand eight hundred and two; the sixth Germinal, year ten of the French Republic.

(L. S.) CORNWALLIS.

(L. S.) JOSEPH BONAPARTE.

(L. S.) J. NICOLAS DE AZARA.

(L. S.) R. J. SCHIMMELPENNINCK.”

SEPARATE ARTICLE.

“ It is agreed that the omission of some titles which may have taken place in the present Treaty shall not be prejudicial to the powers or to the persons concerned.

“ It

A.D. 1802 " It is further agreed that the English and French languages made use of in all the copies of the present Treaty shall not form an example, which may be alledged or quoted as a precedent, or in any manner prejudice the contracting powers whose languages have not been used ; and that for the future what has been observed, and ought to be observed, with regard to, and on the part of, powers who are in the practice and possession of giving and receiving copies of like Treaties in any other language, shall be conformed with ; the present Treaty having nevertheless the same force and virtue as if the aforesaid practice had been therein observed.

" In witness whereof, we, the underwritten Plenipotentiaries of his Britannic Majesty, of the French Republic, of his Catholic Majesty, and of the Batavian Republic, have signed the present separate Article, and have caused our respective seals to be affixed thereto.

" Done at Amiens, the twenty-seventh day of March one thousand eight hundred and two ; the sixth Germinal, year ten of the French Republic.

(L. S.) CORNWALLIS.

(L. S.) JOSEPH BONAPARTE.

(L. S.) J. NICOLAS DE AZARA.

(L. S.) R. J. SCHIMMELPENNINCK."

FINIS.

ERRATA.—VOL. III.

Page for 41, read 14.

37 line 15 *for* traiterous, *read* traitorous.

79 — 2 *for* Bonda, *read* Banda.

81 — 23 *dele* the word *in*.

84 — 6 Virginia, *read* Virginie.

90 — 12 fans-lieutenant, *read* sub-lieutenant.

92 — Southvold, *read* Southwold.

93 — Bullen, *read* Buller.

94 *dele* the word Hon. before William Shields.

98 — 27 ba, *read* be.

101 — 38 fitmation, *read* situation.

109 — 6 much, *read* such.

132 — 33 *dele* the word *to*.

179 — 24 Foudryant, *read* Foudroyant.

221 got of, *read* got off.

247

249

320

321

Buonaparte, *read* Bonaparte.

313 — 26 to enable to command, *read* to enable him to command.

317 — 12 in shore, *read* on shore.

343 — 31 to La Prudente, *read* to be La Prudente.

344 in note, Bellona, *read* Braave.

350 — * to be omitted *before* Sir A. Gardner.

351 — *Insert* Sir, *before* A. Mitchel.

373 Thomas Byron Martin, *read* Thomas Byam Martin.

430 — last line but one, *dele* the word *and*.

442 — to the Court, *read* at the Court.

443 — interesting the rights, *read* to the rights.

452 — to a part of France, *read* port.

for page 645, *read* 456.

476 — haxing been, *read* having been.

490 — M'Donall, *read* M'Douall.

491 — 25 Samuel Hood, Linzee, *read* without the comma, Samuel Hood Linzee.

593 — 18 Pasley, *read* Wooldridge.

595 — 9 Mendovi, *read* Mondovi.

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A.D. 1801 proved to be the Spanish man of war brig *Limano*, mounting 18 long six pound guns, commanded by Commodore Don Philip de Martinez, the senior officer of the Spanish marine on that coast, and manned with 140 men, sent from Guignill, for the express purpose of taking the *Chance*, and then to proceed to the northward to take three English whalers laying in one of their ports: she had 14 men killed, and seven wounded; the captain mortally wounded, who died two days after the action. The *Chance* had two men killed, and one wounded, and had only fifty men at the commencement of the action, mounting 16 guns, twelve and six pounders.

EAST INDIES.*

Vice Admiral Rainier still continued to command on this station. The enemy not having any force excepting two or three frigates at the Mauritius, and some small privateers, the squadron was stationed so as to give every necessary protection to the China and India trade.

About half past eight on the morning of the 19th of August, the *Sybille* frigate, Captain Charles Adams, being off the Seychelles, observed signals flying on one of the islands; upon which he hoisted French colours, and stood round the island, when he discovered a large French frigate at anchor in the roads, the passage to which was extremely intricate, formed by many dangerous shoals. Captain Adams, at all hazards, was resolved to stand in and attack her; for this purpose he made every necessary preparation, and steered in by the pilotage of a man placed at the mast-head to look out for shoal water. At ten the enemy fired a shot and hoisted her colours; in a quarter of an hour after Captain Adams having passed the most dangerous shoals, and got within a cable's length of his opponent, which was as close as the depth of water would admit, came to an anchor with a spring on her cable, hoisted English colours, and at twenty-five minutes past ten commenced a smart fire, which was instantly returned by the frigate, and from a raking battery on the shore, constructed by the frigate's people, and mounted with four eight pounders, from whence red hot shot was frequently fired. After a severe contest of about 20 minutes the enemy struck

* Appendix, Chap. II. No. 428.

his colours. She proved to be *La Chifforne*, mounting 28 twelve pounders on the main deck, six eight pounders, and four 36 pound carronades on the quarter-deck, and 4 eight pounders on the fore-castle, commanded by M. Guieyfflet, with a complement of 250 men, 23 of whom were killed, 30 wounded, and several escaped on shore.

The *Sybille* had only two killed, and a midshipman wounded.*

La Chifforne had sailed from Nantz on the 14th of April, for the purpose of landing thirty-two persons on the Seychelles, who had been suspected of being concerned in an attempt on the life of the first Consul of the French Republic.

Being quite a new frigate, and completely equipped, Admiral Rainier purchased her into the service.

* Captain Adams was presented with an elegant sword, value 200 guineas, by the Madras Insurance Company.

A.D. 1801 *An Account of the Money which has been raised by Voluntary Subscriptions during the late War, for the benefit of the Wounded Officers, Seamen, Marines, and Soldiers, and for the Widows and Families of such as have been killed in battle.*

<i>Date.</i>	<i>For what service.</i>	<i>Money raised.</i>
Feb. 16, 1793.	General, at Crown and Anchor, Strand.	£ 27,218 17 7
June 1, 1794.	Lord Howe's action	21,281 19 11
Feb. 14, 1797.	Earl St. Vincent's ditto,	2,614 12 4
June, 1797.	Mutiny at the Nore,	7,576 2 0
Oct. 11, 1797.	Vif. Duncan's action,	52,609 10 10
August 1, 1798.	Lord Nelson's ditto,	38,436 8 3
Autumn, 1799.	Expedition to Holland,	17,698 4 5
April 2, 1801.	Attack at Copenhagen	15,587 11 3
July 5 and 13, 1801.	} Sir J. Saumarez's actions	667 16 0
August, 1801.	Attack of Boulogne	640 0 0
October, 1801.	Expedition to Egypt	9,000 0 0
Total,		£ 193,331 2 7

Exclusive of a subscription made by the West-India Merchants and Planters, for the benefit of the families of the seamen, marines and soldiers who should either be killed in battle, or fall a sacrifice to the climate.

A most liberal subscription was also made to furnish the troops on the Continent with warm clothing.

Some of the resolutions entered into by the Committee for the subscription to Lord Duncan's victory, fully evince that no trouble has been spared to discover and relieve, to the greatest extent, such objects, foreigners as well as British, who were entitled to their bounty.

The following are abstracts taken from the said resolutions, which claim public notice.

" Out of one thousand and forty cases, returned to the Committee as killed or wounded in this gallant engagement, they have happily, with the exception of thirty-six cases,* found out, and given gratuities or annuities to all the parties, or their families and relatives, exclusively of twenty-two who have lost all claim to gratuities by desertion, or who were not, upon further enquiries, found to have been wounded.

* I have since learnt that several of these have been found out, and relieved by this excellent charity.

" Gratuities

“Gratuities have been paid either directly to the parties themselves, or to their families; and monies have been frequently lodged in the hands of friends, for their benefit, under the sanction of the Committee, to be paid by instalments, for their relief, or for the apprenticeship of children. In cases of death, attention has been paid, under similar trusts, to the widows, and to the fatherless, or to the relatives of the deceased.

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“Annuities have been granted to the families of the killed, or to those who have lost sight or limb, or who have been disabled by wounds from providing for themselves or their families: and care will be taken to secure the annual payment of the same, under certain regulations and certificates, free of all expence to the parties interested.

“Relief has not been confined to British subjects only; but every attention has been paid to foreigners who were on board the fleet, they having by their services acquired a natural and a national claim, to gratuities for their sufferings in defence of this country.

“A sum has been reserved for the thirty-six cases which the Committee have not been able yet to find out. As most of the cases are those of foreigners, it is intended to advertise them again; and, if claimants are not found within twelve months, to recommend the gratuities, that then may be due to foreigners, to be paid over to the ministers, or heads, of foreign churches, or communities, in London, or to the Consuls of the different nations to which the seamen respectively belong, for the benefit and relief of those foreign and distressed seamen that may frequent our ports in time of peace.

“The Committee, wishing to make some further provision for the children and families of those who were killed or wounded on the 11th of October, 1797, beg to recommend a sum to be given to the Merchant-Seamen's Office, to the Marine Society, and to the Naval Asylum, respectively, for the benefit of such children and families as may stand in need of relief from those institutions.

“The Committee, in discharge of the trust reposed in them, think it their duty briefly to state the amount of Receipts and Disbursements, and to recommend to a General Meeting of Subscribers the appropriation of any eventual balance, and of any unclaimed gratuities, after a certain period, to public institutions and objects ultimately connected

A. D. 1801. neated with the relief and support of that useful class of men, who have ever formed the great strength and nursery of the commerce and of the navy of Great Britain.

General Statement of the Account.

RECEIVED.		£.	s.	d.
Subscription by the Committee in London		42,162	10	0
Dividends and profit on sale of navy and Exchequer Bills	- - -	6,897	13	0
		49,060	3	2
Subscription by the Committee in Scotland	-	£ 3,324	10	9
Interest ditto	-	224	16	11
		3549	7	8
Total,		52,609	10	10

DISBURSEMENTS.

In gratuities and annuities paid, granted, and voted	- - -	49,073	15	0
Advertisements	- - -	891	13	0
Postage of letters, printing, stationary, and petty expences	- - -	266	18	5
St. Thomas's Hospital, for the reception and care of wounded men	- - -	100	0	0
Committee-rooms, secretary, and assistants, for four years	- - -	1162	14	7
Voted 100 guineas to J. Bedingfield, Esq. Inspector, Navy Pay-Office, for useful communications; but, the acceptance of the same having been declined, this sum has been presented to the Merchant's Seaman's Office, the Marine Society, and the Naval Asylum	- - -	105	0	0

RECOMMENDED.

To the Merchant's Seamen Office	-	210	0	0
Marine Society	- -	210	0	0
Naval Asylum	- -	210	0	0
		52,230	1	0
Balance in hand	-	379	9	10
		£ 52,609	10	10

Return

Return of Killed and Wounded.

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From the returns made soon after the action it appears, that

515 had returned upon duty.

16 died of their wounds on-board, or in hospitals.

171 were discharged.

22 run away, or were not found to be wounded.

71 were without any specific return, but most of the officers and seamen have been on duty and relieved.

795

17 additional returns since received and relieved.

812 wounded.

228 killed.

1040 Total.

Out of the 171 discharged, a great number, that have been relieved, have since been turned over to, or have been found serving on board different ships of war.

FINIS.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and small dark spots, possibly due to age or handling. A faint horizontal crease is visible near the top edge. The page is otherwise empty of any text or markings.

SUPPLEMENT.

Particulars relative to the Blockade of Malta.

ON the 13th of October, Captain Alexander John Ball A. D.
1798 relieved the Marquis de Niza*, at the blockade of Malta. Soon after Lord Nelson arrived, and, upon the surrender of Gozo, his lordship sailed, leaving Captain Ball, with the *Alexander*, *Audacious*, *Goliath*, and several other smaller vessels of war, to prevent succours being sent to the French. †

In March, 1799, the Maltese in the country began to 1799 divide into parties, and were destroying each other. The people were plundering the country, imprisoning and putting to death respectable men without trial. These outrages had so violent an effect on the mind of their chief that he lost his senses.

The anarchy which prevailed throughout the country, created great alarm on the minds of the inhabitants, who were induced, at this critical period, to solicit Captain Ball to land, and take upon himself the civil and military command of the island, with which he complied; and succeeded so much to their satisfaction, that they sent a deputation to his Sicilian Majesty and Admiral Lord Nelson, to request Captain Ball might be appointed governor, to which they acceded.

In June, about 300 marines were landed from the ships of war commanded by Major Weir, who acquitted themselves with great credit. Major Weir was afterwards appointed to the command of a Maltese regiment, raised for two years, which he brought into a state of discipline which procured him the thanks and approbation of the generals who inspected them.

On the 9th of December, Commodore Sir Thomas Troubridge arrived and took the command of the blockad-

* See page 142.

† See page 154.

ing squadron, in which situation he acquitted himself with that zeal and abilities which he had displayed on many former occasions.

A.D. 1800 In May, 1800, he was ordered to England, to fill the important station of captain of the channel fleet, under Earl St. Vincent.

Captain George Martin, being the next senior officer, succeeded to command the squadron to the time of the surrender of the island. Captain Ball remained on shore in his former capacity, until he was appointed naval commissioner at Gibraltar.

A List of the British Ships employed at different Periods at the Blockade of Malta, arranged according to the Time they were longest there.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Alexander	74	Capt. A. J. Ball
Audacious	74	— D. Gould
Goliath	74	— T. Foley
Culloden	74	— Sir T. Troubridge
Lion	64	— Manly Dixon
Stately	64	— Geo. Scott
Minotaur	74	— T. Lewis
Foudroyant	80	{ Rear Adm. Lord Nelson Capt. Sir Edw. Berry
Genereux	74	
Strombole (B. S.)	8	— J. Broughton
Succes	32	— S. Peard
Princess Charlotte	40	— J. Stevenson
Santa Teresa	40	— H. Downman
Emerald	36	— T. M. Waller
Minerva	40	— G. Cockburne
Incendiary (F. S.)	14	— S. Dunn
Bonne Citoyenne	20	— F. J. Maling

Letters from Captain Sir William Sidney Smith to Admiral Lord Keith, giving an Account of the Services performed by the Navy Battalion under his Command, acting with the Army on Shore.

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“ British Camp, on the Heights, three miles from Alexandria, 14th March, 1801.

“ MY LORD,

“ IT would be superfluous for me to relate to your lordship the admirable manner in which the officers and men you appointed me to command went into action with me, on the day of the disembarkation, as you were yourself a witness of the gallant and judicious conduct of Captains Maitland and Stewart, in covering the flanks of the line with the armed launches; and must, as well as myself, have admired the bravery, activity, and perseverance of Captains Ribouleau, Guion, Saville, Burn, and Hillyar, together with that of the officers and seamen under their orders; by whose unparalleled exertions the cannon were disembarked at the same moment with the troops, and moved forward with them in action. If I were to say any thing particular in praise of Lieutenants Prevost, Hillier, Campbell, and Fisher, who were nearest me, and conducted themselves to my entire satisfaction, it would be injustice to Lieutenants Cameron, Davis, and Stoddart, who, though hidden from my view by the intervening sand hills, must have been equally well, and as successfully employed in other parts of the line, the result having been so completely satisfactory to Sir Ralph Abercromby, as to induce him to extend the most unequivocal praise to the whole of the naval officers and men, as well afloat as on shore; saying, that without our exertions he could not have brought his brave troops into action as he did. The determined courage of this gallant army in the close contest they had to maintain with the enemy on the beach, at the critical time of forming, secured the victory to us on that day; and it is with heart-felt satisfaction that I have now to congratulate your lordship on the brilliant success of the army yesterday. If we admired their cool orderly conduct, and determined bravery on the 8th, how much more must we be struck with those characteristic qualities in the superior degree wherein they were displayed on this occasion; the

A. D.
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troops marched into battle, and forced the enemy's strong position on the heights, between the head of the lake Mahadic and the sea, with the same regularity and ease that exercise, on an ordinary field day, is performed, in spite of an opposition, which is reckoned more strenuous than any the troops have met with before from the enemy in other countries; it would not become me to attempt describing the manœuvres by which this victory was obtained; it is incumbent on me, however, to make known to your lordship, that the Commander in Chief has again been pleased to express his approbation of the exertions of the seamen and their officers; and I am happy in being able to testify that their conduct was, if possible, more praise-worthy than on the day of disembarkation, the labour they had to go through was considerably greater, and the fire they had to undergo in the passive employment of dragging up cannon for more able gunners to fire, was much more heavy, and of longer duration. It is impossible to distinguish any particular officer, where all behaved equally well, each doing his utmost to keep the guns up with the line; which was, of course, difficult in sandy uneven ground, when the troops pressed forward in their eager approach to, and ardent pursuit of, the enemy. The great anxiety and laudable efforts of Lieutenants Fisher and Davies, with petty officers and men, at the Swiftsure's and Northumberland's field pieces, at a most trying moment, enabled them to recover their station in the line, which they had lost only by the impossibility of keeping up with the troops: such service, under a heavy fire of grape and musquetry, could not be performed without loss; that of the Tigre's men has been the greatest; but Lieutenant Hillier informs me, the remainder redoubled their exertions, and brought the guns on most opportunely, at the moment the 90th repulsed a charge of cavalry. Captain Ribouleau, the senior commander, exerted himself in the most praise-worthy manner, along the whole line on shore, together with Captains Guion, Saville, and Burn, each in his division: Captain Hillyar kept the enemy in check, on the left, by the occasional fire of the armed flat boats on the lake, and the troops on that flank seem sensible of their utility, in preventing the enemy's numerous cavalry from attempting to turn them where the isthmus widens into a plain. Lieutenant Woodhouse, of the Foudroyant, (a volunteer on the ground) very

very handsomely offered his service to supply the place of Lieutenant Wright, who was actively employed near Sir Ralph Abercromby, and undertook to convey my orders along the line on foot, which was particularly acceptable and useful, at a time when my orderly dragoon was wounded, and both our horses disabled by a discharge of grape; I have to request your lordship, to excuse his delay in returning to his duty on board, as I undertook to justify his stay in the field. We are now on the heights at the head of the lake Mahadic, with our left to the canal of Alexandria, and our right to the sea; the enemy occupy a very strong position on the ridge immediately between us and the Rosetta gate of Alexandria. I have made an excursion, with a few dragoons, on the road to Demanhour, to open an intercourse with the Arabs; I find them friendly, and the markets begin to be supplied. We are all much indebted to Captain Cochrane, and the officers under him, for the ample supplies of ammunition and provisions which he has forwarded to the army by the lake; the boats crews of the whole fleet have been indefatigable in this important service. Eleven French boats, seized on the enemy's right by Lieutenant Wright, have been likewise employed therein, under Captain Hillyar, and also in conveying the wounded, both English and French, to the hospital, so that none remained the night on the field of battle. The Commander in Chief expresses himself very grateful to the navy for their humane exertions on this occasion, and I am happy in observing, that both services seem sensible of the support they mutually give each other in the operations, so that the utmost harmony prevails.

"I have, &c.

(Signed)

"W. SIDNEY SMITH."

Admiral Lord Keith, K. S.

&c. &c. &c.

Camp, 22d March, 1801.

"MY LORD,

"THE menaced attack of our whole line, as announced by the friendly Arab, whose letter I transmitted to the Commander in Chief, and to your lordship, took place just before day-light yesterday morning. The army was under arms to receive the enemy; the same

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order, steadiness, and courage which gave victory to our excellent army on the two former occasions, has again given us a most complete one. The enemy have been repulsed with great loss, such as ought to make General Menou, who commanded in person, respect our troops too much to risk a second attempt of the kind; at all events, we are prepared to receive him. I was in too much pain to enter into any details in writing last night, having received a violent contusion from a musket ball, which glanced on my right shoulder: the pain has subsided, and I am enabled, by the surgeon's report, to say, that if the fever does not increase, I may still continue my duty, which I am particularly anxious to do at this crisis of our affairs, when either another battle, or a happy issue to the negociation your lordship has been pleased to authorise me to enter into in your name, conjointly with Sir Ralph Abercromby, must bring them to a speedy conclusion. I am apprehensive lest matters should be delayed by the absence of that excellent man, the wounds he has received having been found to be worse than he would at first admit; I met with him in the field, in a most perilous situation, surrounded by French dragoons, with the sword of their commanding officer in his hand, which he had wrested from him, after having received a thrust, which glanced on his breast; I gave his excellency my horse of course. General Stewart's brigade brought down most of the French horsemen singly, who were coming back through the interval in our line, and making off, having been roughly handled by the 42d regiment. The Swiftsure's seamen secured me a horse among those of the French dragoons; the push was a most desperate one on the part of the enemy, but General Moore's brigade, as usual, found itself equal to bearing the brunt of it. Enclosed are a series of letters from General Menou, and the chief of the French staff, to General Roiv, together with the general orders for the attack, found on the field of battle, which prove that the enemy had assembled all the force they could spare from the defence of Cairo (particularly cavalry) in order to make a decisive action of this; they have bought the experience of their inferiority dearly. Our position was precisely the same as that we drove them from on the 13th. I cannot conclude without expressing my approbation of the manner in which Captain Maitland executed the orders I gave him, to place him.

himself with his armed vessels on the sea-side so as to flank the front of our redoubt on the right, the attack on which was considerably checked, when his fire opened on the enemy's left wing, the attack on our left having been a mere feint. Captain Hillyar, who commanded the armed flat boats on the lake, had no opportunity of renewing his exertions on that side. Captain Ribouveau, the captains, officers, and seamen attached to the field pieces in the line, behaved with their usual energy and bravery; they have been indefatigable in the execution of all the arduous duties required of them, and merit your Lordship's approbation. The weight of the attack bearing on the right, Captain Guion, Lieutenant Davies, &c. and those on that wing had the greatest opportunity of distinguishing themselves. The Turkish marines are landing, and the natives come in, both naturally look to the person who has been so long invested with authority from their sovereign, and the re-opening of the market has been the first good effect of this victory. The preservation of harmony, good order, and the due admiration of justice occupy me at present.

" I have the honour to be, &c.

(" Signed) W. SIDNEY SMITH."

Admiral Lord Keith, K. B.

&c. &c. &c.

The DEFINITIVE TREATY OF PEACE, between his Britannic Majesty, and the French Republic, his Catholic Majesty, the Batavian Republic. Signed at Amiens, the 27th day of March, 1802.

" His Majesty the King of the United Kingdom of Great Britain and Ireland, and the First Consul of the French Republic, in the name of the French People, being animated with an equal desire to put an end to the calamities of war, have laid the foundation of peace in the Preliminary Articles signed at London, the first of October, one thousand eight hundred and one (Ninth Vendemaire, Year Ten.)

" And as by the fifteenth article of the said preliminaries, it has been stipulated that Plenipotentiaries should be named on each side, who should proceed to Amiens for the purpose of concluding a Definitive Treaty, in concert with the allies of the contracting powers;

" His Majesty the King of the United Kingdom of Great Britain and Ireland has named for his Plenipotentiary

A D. 1802 tiary the Marquis Cornwallis, Knight of the Most Illustrious Order of the Garter, Privy Counsellor to his Majesty, General of his Armies, &c. ; the First Consul of the French Republic, in the name of the French People, the Citizen Joseph Bonaparte, Counsellor of State ; his Majesty the King of Spain and of the Indies, and the Government of the Batavian Republic, have named for their Plenipotentiaries, viz. his Catholic Majesty Don Joseph Nicolas de Azara, his Counsellor of State, Knight, Great Cross of the Order of Charles III. his said Majesty's Ambassador Extraordinary to the French Republic, &c. and the Government of the Batavian Republic Roger John Schimmelpenninck, their Ambassador Extraordinary to the French Republic ; who, after having duly communicated to each other their full powers, which are transcribed at the end of the present Treaty, have agreed upon the following articles :

“ ART. I. There shall be peace, friendship, and good understanding between his Majesty the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, on the one part ; and the French Republic, his Majesty the King of Spain, his heirs and successors, and the Batavian Republic, on the other part. The contracting parties shall give the greatest attention to maintain between themselves and their States a perfect harmony, and without allowing, on either side, any kind of hostilities, by sea or by land, to be committed for any cause or under any pretence whatsoever.

“ They shall carefully avoid every thing which might hereafter affect the union happily re-established, and they shall not afford any assistance or protection, directly or indirectly, to those who should cause prejudice to any of them.

“ ART. II. All the prisoners taken on either side, as well by land as by sea, and the hostages carried away or given during the war, and to this day, shall be restored, without ransom, in six weeks at latest, to be computed from the day of the exchange of the Ratifications of this present Treaty, and on paying the debts which they have contracted during their captivity. Each contracting party shall respectively discharge the advances which have been made by any of the contracting parties for the subsistence and maintenance of the prisoners in the country where they have been detained. For this purpose a commission shall be

be appointed by agreement, which shall be specially charged to ascertain and regulate the compensation which may be due to either of the contracting powers. The time and place where the commissioners, who shall be charged with the execution of this article, shall assemble, shall also be fixed upon by agreement; and the said commissioners shall take into account the expences occasioned not only by the prisoners of the respective nations, but also by the foreign troops who, before they were made prisoners, were in the pay or at the disposal of any of the contracting parties.

“ART. III. His Britannic Majesty restores to the French Republic, and her allies; namely, his Catholic Majesty and the Batavian Republic, all the possessions and colonies which belonged to them respectively, and which had been occupied or conquered by the British forces in the course of the war, with the exception of the island of Trinidad, and the Dutch possessions in the island of Ceylon.

“ART. IV. His Catholic Majesty cedes and guarantees in full right and sovereignty to his Britannic Majesty the island of Trinidad.

“ART. V. The Batavian Republic cedes and guarantees in full right and sovereignty to his Britannic Majesty all the possessions and establishments in the island of Ceylon, which belonged, before the war, to the Republic of the United Provinces, or to their East-India Company.

“ART. VI. The Cape of Good Hope remains in full sovereignty to the Batavian Republic, as it was before the war.

“The ships of every description belonging to the other contracting parties shall have the right to put in there, and to purchase such supplies as they may stand in need of as heretofore, without paying any other duties than those to which the ships of the Batavian Republic are subjected.

“ART. VII. The territories and possessions of her most Faithful Majesty are maintained in their integrity, such as they were previous to the commencement of the war.

“Nevertheless, the limits of French and Portuguese Guiana shall be determined by the river Arawari, which falls into the ocean below the North Cape, near the Isle Neuve, and the Island of Penitence, about a degree and one-third of north latitude. These limits shall follow the course of the river Arawari, from that of its mouth, which is at the greatest distance from the North Cape to its source, and thence in a direct line from its source to the

A.D. 1802 the river Branco, towards the West. The northern bank of the river Arawari, from its mouth to its sources, and the lands which are situated to the north of the line of the limits above fixed, shall consequently belong in full sovereignty to the French Republic. The southern bank of the said river from its source, and all the lands to the southward of the said line of demarkation, shall belong to her most Faithful Majesty. The navigation of the river Arawari shall be common to both nations.

“ The arrangements which have taken place between the Courts of Madrid and of Lisbon, for the settlement of their frontiers in Europe, shall, however, be executed conformably to the treaty of Badajoz.

“ ART. VIII. The territories, possessions, and rights of the Ottoman Porte, are hereby maintained in their integrity, such as they were previous to the war.

“ ART. IX. The Republic of the Seven Islands is hereby acknowledged.

“ ART. X. The islands of Malta, Gozo, and Comino, shall be restored to the Order of St. John of Jerusalem, and shall be held by it upon the same conditions on which the Order held them previous to the war, and under the following stipulations :

“ 1. The Knights of the Order, whose Langues shall continue to subsist after the exchange of the Ratifications of the present Treaty, are invited to return to Malta as soon as that exchange shall have taken place. They shall there form a general chapter, and shall proceed to the election of a Grand Master, to be chosen from amongst the natives of those nations which preserve Langues, if no such election shall have been already made since the exchange of the Ratifications of the Preliminary Articles of Peace. It is understood that an election which shall have been made subsequent to that period, shall alone be considered as valid, to the exclusion of every other which shall have taken place at any time previous to the said period.

“ 2. The Governments of Great Britain and of the French Republic, being desirous of placing the Order of Saint John, and the island of Malta, in a state of entire independence on each of those powers, do agree, that there shall be henceforth no English nor French Langues ; and that no individual belonging to either of the said powers, shall be admissible into the Order.

“ 3. A

“ 3. A Maltese Langue shall be established, to be supported out of the land revenues and commercial duties of the island. There shall be dignities, with appointments, and an Auberge appropriated to this Langue; no proofs of nobility shall be necessary for the admission of Knights into the said Langue; they shall be competent to hold every office, and to enjoy every privilege in the like manner as the Knights of the other Langues. The municipal, revenue, civil, judicial, and other offices under the government of the Island, shall be filled, at least in the proportion of one half, by native inhabitants of Malta, Gozo, and Comino. A.D. 1802

“ 4. The forces of his Britannic Majesty shall evacuate the island and its dependencies within three months after the exchange of the Ratifications, or sooner if it can be done; at that period the island shall be delivered up to the Order in the state in which it now is, provided that the Grand Master, or Commissioners, fully empowered according to the statutes of the Order, be upon the island to receive possession; and that the force to be furnished by his Sicilian Majesty, as hereafter stipulated, be arrived there.

“ 5. The garrison of the island shall, at all times, consist at least one half of native Maltese; and the Order shall have the liberty of recruiting for the remainder of the garrison from the natives of those countries only that shall continue to possess Langues. The native Maltese troops shall be officered by Maltese, and the supreme command of the garrison, as well as the appointment of the officers, shall be vested in the Grand Master of the Order; and he shall not be at liberty to divest himself of it, even for a time, except in favour of a Knight of the Order, and in consequence of the opinion of the Council of the Order.

“ 6. The independence of the islands of Malta, Gozo, and Comino, as well as the present arrangement, shall be under the protection and guarantee of Great Britain, France, Austria, Russia, Spain, and Prussia.

“ 7. The perpetual neutrality of the Order and of the island of Malta, and its dependencies, is hereby declared.

“ 8. The ports of Malta shall be open to the commerce and navigation of all nations, who shall pay equal and moderate duties. These duties shall be applied to the support of the Maltese Langue, in the manner specified in paragraph

A.D. graph 3, to that of the civil and military establishments of 1802 the island, and to that of a Lazaretto, open to all flags.

“ 9. The Barbary States are excepted from the provisions of the two preceding paragraphs, until by means of an arrangement to be made by the contracting parties, the system of hostility, which subsists between the said Barbary States, the Order of St. John, and the powers possessing Langues, or taking part in the formation of them, shall be terminated.

“ 10. The Order shall be governed, both in spiritual and temporal matters, by the same statutes that were in force at the time when the Knights quitted the island, so far as the same shall not be derogated from by the present Treaty.

“ 11. The stipulations contained in paragraphs 3, 5, 7, 8, and 10, shall be converted into laws and perpetual statutes of the Order, in the customary manner. And the Grand Master (or if he should not be in the island at the time of its restitution to the Order, his representative), as well as his successors, shall be bound to make oath to observe them punctually.

“ 12. His Sicilian Majesty shall be invited to furnish two thousand men, natives of his dominions, to serve as a garrison for the several fortresses upon the island. This force shall remain there for one year from the period of the restitution of the island to the Knights; after the expiration of which term, if the Order of St. John shall not, in the opinion of the guarantying powers, have raised a sufficient force to garrison the island and its dependencies, in the manner proposed in paragraph 5, the Neapolitan troops shall remain, until they shall be relieved by another force, judged to be sufficient by the said powers.

“ 13. The several powers specified in paragraph 6, viz. Great Britain, France, Austria, Russia, Spain, and Prussia, shall be invited to accede to the present arrangement.

“ ART. XI. The French forces shall evacuate the kingdom of Naples, and the Roman territory; the English forces shall in like manner evacuate Porto Ferrajo, and generally all the ports and islands which they may occupy in the Mediterranean or in the Adriatic.

“ ART. XII. The evacuations, cessions, and restitutions, stipulated for by the present Treaty, except where otherwise expressly provided for, shall take place in Europe

rope within one month ; in the continent and seas of America, and of Africa, within three months ; and in the continent and seas of Asia, within six months after the Ratification of the present Definitive Treaty. A.D. 1802

“ ART. XIII. In all the cases of restitution agreed upon by the present Treaty, the fortifications shall be delivered up in the state in which they may have been at the time of the signature of the Preliminary Treaty ; and all the works which have been constructed since the occupation, shall remain untouched.

“ It is farther agreed, that in all the cases of cession stipulated, there shall be allowed to the inhabitants, of whatever condition or nation they may be, a term of three years, to be computed from the notification of this present Treaty, for the purpose of disposing of their property acquired and possessed either before or during the war, in which term of three years they may have the free exercise of their religion and enjoyment of their properties.

“ The same privilege is granted in the countries restored to all those, whether inhabitants or others, who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

“ With respect to the inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, disturbed, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to any of the contracting powers, nor on any other account, except that of debts contracted to individuals, or on account of acts posterior to the present Treaty.

“ ART. XIV. All sequestrations imposed by any of the parties on the funded property, revenues, or debts of whatever description, belonging to any of the contracting powers, or to their subjects or citizens, shall be taken off immediately after the signature of this Definitive Treaty. The decision of all claims brought forward by individuals, the subjects or citizens of any of the contracting powers respectively, against individuals, subjects or citizens of any of the others, for rights, debts, property, or effects whatsoever, which, according to received usages and the law of nations ought to revive at the period of peace, shall be heard and decided before competent tribunals ; and in all cases

A.D. cases prompt and ample justice shall be administered in the
1802 countries where the claims are made.

“ART. XV. The fisheries on the coast of Newfoundland, and of the adjacent Islands, and of the Gulph of St. Lawrence, are replaced on the same footing on which they were previous to the war; the French fishermen and the inhabitants of St. Pierre and Miquelon shall have the privilege of cutting such wood as they may stand in need of in the Bays of Fortune and Despair, for the space of one year from the date of the notification of the present Treaty.

“ART. XVI. In order to prevent all causes of complaint and dispute which may arise on account of prizes which may have been made at sea, after the signature of the Preliminary Articles, it is reciprocally agreed, that the vessels and effects which may have been taken in the British Channel, and in the North Sea, after the space of twelve days, to be computed from the exchange of the Ratifications of the said Preliminary Articles, shall be restored on each side; that the term shall be one month from the British Channel and the North Seas, as far as the Canary Islands inclusively, whether in the Ocean or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place.

“ART. XVII. The ambassadors, ministers, and other agents of the contracting powers, shall enjoy respectively in the states of the said powers, the same rank, privileges, prerogatives, and immunities, which public agents of the same class enjoyed previous to the war.

“ART. XVIII. The branch of the House of Nassau, which was established in the Republic formerly called the Republic of the United Provinces, and now the Batavian Republic, having suffered losses there, as well in private property as in consequence of the change of constitution adopted in that country, an adequate compensation shall be procured for the said branch of the House of Nassau for the said losses.

“ART. XIX. The present Definitive Treaty of Peace is declared common to the Sublime Ottoman Porte, the ally of his Britannic Majesty; and the Sublime Porte shall be invited to transmit its act of accession thereto, in the shortest delay possible.

“ART.

“ART. XX. It is agreed that the contracting parties shall, on requisitions made by them respectively, or by their ministers or officers duly authorised to make the same, deliver up to justice, persons accused of crimes of murder, forgery, or fraudulent bankruptcy, committed within the jurisdiction of the requiring party; provided that this shall be done only when the evidence of the criminality shall be so authenticated as that the laws of the country where the person so accused should be found would justify his apprehension and commitment for trial, if the offence had been there committed. The expences of such apprehension and delivery shall be borne and defrayed by those who make the requisition. It is understood that this article does not regard in any manner crimes of murder, forgery, or fraudulent bankruptcy committed antecedently to the conclusion of this Definitive Treaty. A.D. 1802

“ART. XXI. The contracting parties promise to observe sincerely and *bona fide* all the articles contained in the present Treaty; and they will not suffer the same to be infringed, directly or indirectly, by their respective subjects or citizens; and the said contracting parties generally and reciprocally guaranty to each other all the stipulations of the present Treaty.

“ART. XXII. The present Treaty shall be ratified by the contracting parties in thirty days, or sooner if possible, and the Ratifications shall be exchanged in due form at Paris.

“In witness whereof, we, the underwritten Plenipotentiaries, have signed with our hands, and in virtue of our respective full powers, the present Definitive Treaty, and have caused our respective seals to be affixed thereto.

“Done at Amiens, the twenty-seventh day of March one thousand eight hundred and two; the sixth Germinal, year ten of the French Republic.

(L. S.) CORNWALLIS.

(L. S.) JOSEPH BONAPARTE.

(L. S.) J. NICOLAS DE AZARA.

(L. S.) R. J. SCHIMMELPENNINCK.”

SEPARATE ARTICLE.

“It is agreed that the omission of some titles which may have taken place in the present Treaty shall not be prejudicial to the powers or to the persons concerned.

“It

A.D. 1802 " It is further agreed that the English and French languages made use of in all the copies of the present Treaty shall not form an example, which may be alledged or quoted as a precedent, or in any manner prejudice the contracting powers whose languages have not been used ; and that for the future what has been observed, and ought to be observed, with regard to, and on the part of, powers who are in the practice and possession of giving and receiving copies of like Treaties in any other language, shall be conformed with ; the present Treaty having nevertheless the same force and virtue as if the aforesaid practice had been therein observed.

" In witness whereof, we, the underwritten Plenipotentiaries of his Britannic Majesty, of the French Republic, of his Catholic Majesty, and of the Batavian Republic, have signed the present separate Article, and have caused our respective seals to be affixed thereto.

" Done at Amiens, the twenty-seventh day of March one thousand eight hundred and two ; the sixth Germinal, year ten of the French Republic.

(L. S.) CORNWALLIS.

(L. S.) JOSEPH BONAPARTE.

(L. S.) J. NICOLAS DE AZARA.

(L. S.) R. J. SCHIMMELPENNINCK."

FINIS.

ERRATA.—VOL. III.

Page for 41, read 14.

- 37 line 15 *for* traiterous, *read* traitorous.
- 79 — 2 *for* Bonda, *read* Banda.
- 81 — 23 *dele* the word *in*.
- 84 — 6 Virginia, *read* Virginie.
- 90 — 12 fans-lieutenant, *read* sub-lieutenant.
- 92 — Southvold, *read* Southwold.
- 93 — Bullen, *read* Buller.
- 94 *dele* the word Hon. before William Shields.
- 98 — 27 ba, *read* be.
- 101 — 38 fitmation, *read* situation.
- 109 — 6 much, *read* fuch.
- 132 — 33 *dele* the word *to*.
- 179 — 24 Foudryant, *read* Foudroyant.
- 221 got of, *read* got off.
- 247 }
249 }
320 } *Buonaparte*, *read* Bonaparte.
321 }
- 313 — 26 to enable to command, *read* to enable him to command.
- 317 — 12 in shore, *read* on shore.
- 343 — 31 to La Prudente, *read* to be La Prudente.
- 344 in note, Bellona, *read* Braave.
- 350 — * to be omitted *before* Sir A. Gardner.
- 351 — *Insert* Sir, *before* A. Mitchel.
- 373 Thomas Byron Martin, *read* Thomas Byam Martin.
- 430 — last line but one, *dele* the word and.
- 442 — to the Court, *read* at the Court.
- 443 — interesting the rights, *read* to the rights.
- 452 — to a part of France, *read* port.
for page 645, *read* 456.
- 476 — haxing been, *read* having been.
- 490 — M'Donall, *read* M'Douall.
- 491 — 25 Samuel Hood, Linzee, *read* without the comma, Samuel Hood Linzee.
- 593 — 18 Pasley, *read* Wooldridge.
- 595 — 9 Mendovi, *read* Mondovi.

REPORT OF THE

COMMISSIONERS OF THE
LAND OFFICE
IN RESPONSE TO A RESOLUTION
PASSED BY THE HOUSE OF
REPRESENTATIVES
ON JANUARY 10, 1870
RELATIVE TO THE
LANDS BELONGING TO THE
UNITED STATES
AND THE
LANDS BELONGING TO THE
SEVERAL STATES

AND
THE
LANDS BELONGING TO THE
UNITED STATES
AND THE
LANDS BELONGING TO THE
SEVERAL STATES

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LANDS BELONGING TO THE
UNITED STATES
AND THE
LANDS BELONGING TO THE
SEVERAL STATES

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